British Waterways

KING'S CROSS CANAL ACTION PLAN

King's Cross
PARTNERSHIP

KING'S CROSS

CANAL ACTION PLAN

August 2000

Prepared for the King's Cross Partnership by

British Waterways

Waterway Environment Services

ARCHITECTS • LANDSCAPE ARCHITECTS
CONSERVATION • DESIGN • PLANNING

THE LOCKS • HILLMORTON • RUGBY • CV21 4PP
• TEL (01788) 570625 • FAX (01788) 541076 •

CONTENTS

VISION

1. INTRODUCTION
   - 1.1 Background & Aims

2. CONTEXT
   - 2.1 Overview
   - 2.2 Local Context
   - 2.3 The Waterway Network
   - 2.4 British Waterways Business Plan
   - 2.5 Unitary Development Plans
   - 2.6 Strategy Documents

3. USERS
   - 3.1 Recreational Resources
   - 3.2 Existing/Proposed Canalside Usage

4. HISTORY AND HERITAGE
   - 4.1 History
   - 4.2 Principle Heritage Features

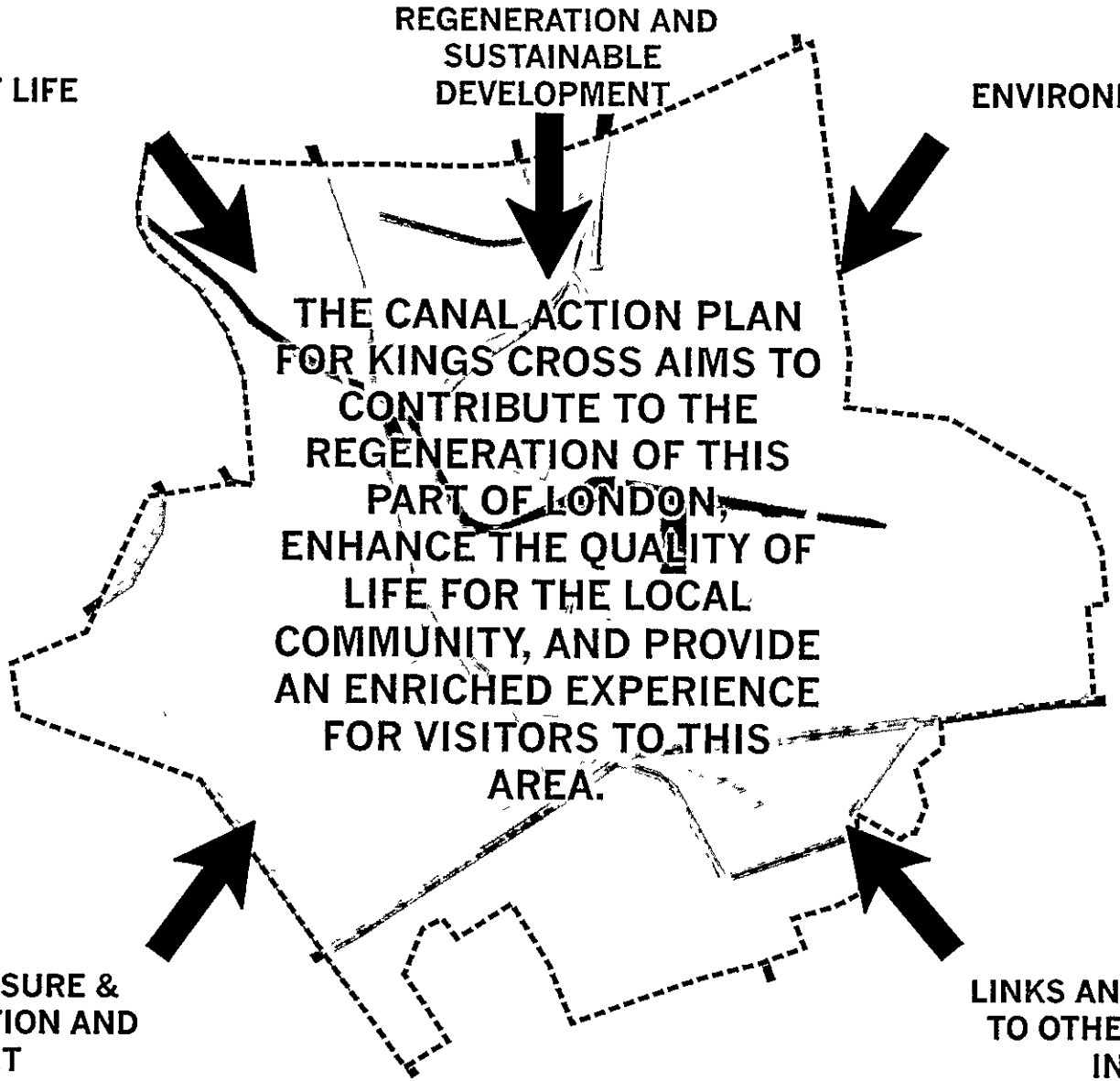
5. LANDSCAPE CHARACTER
   - 5.1 Summary
   - 5.2 Landscape Character Zones

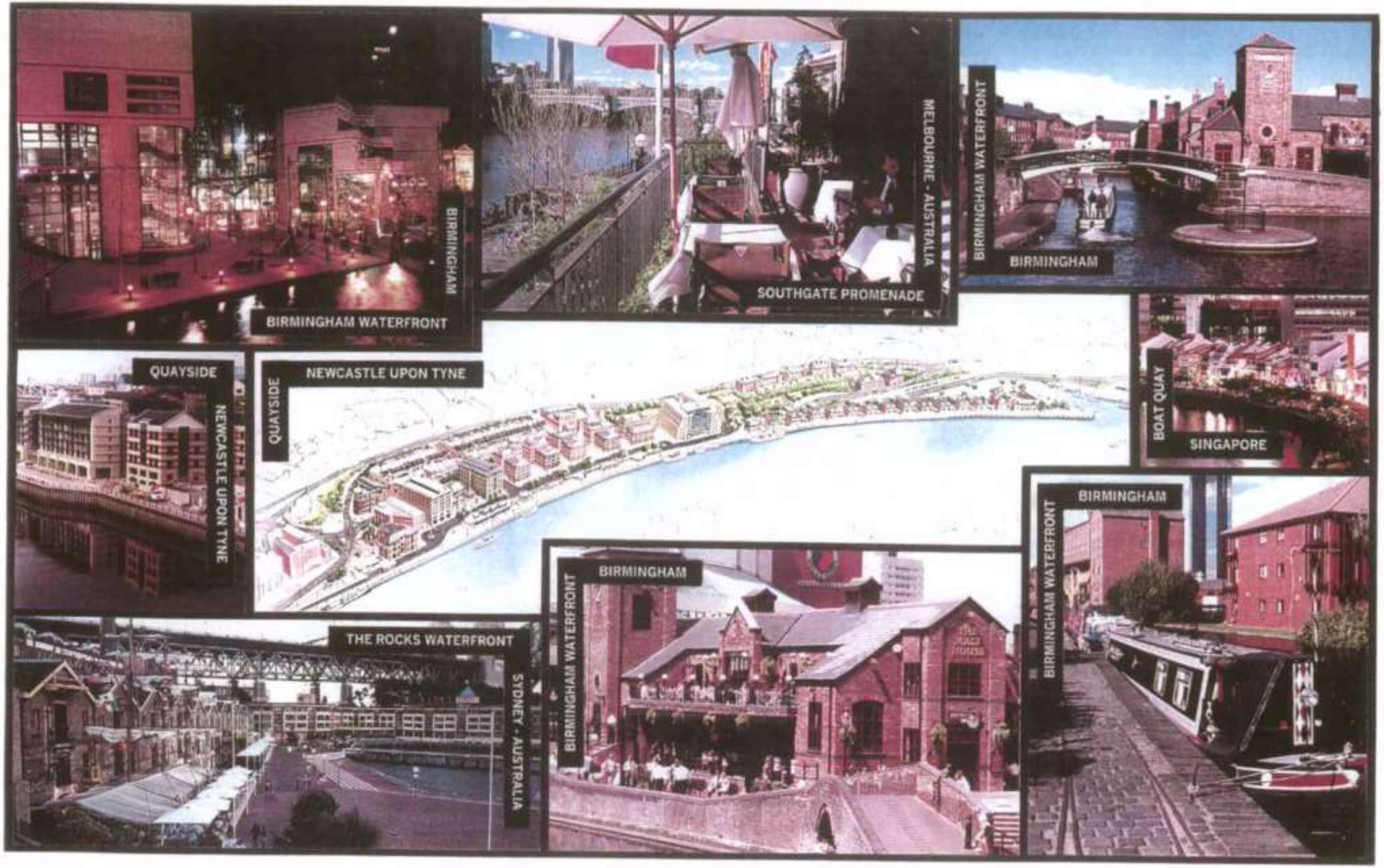
6. ECOLOGY
   - 6.1 Physical features, Flora and Fauna
   - 6.2 Ecological Management
   - 6.3 Ecological Enhancement Techniques
   - 6.4 British Waterways Biodiversity Action Plan

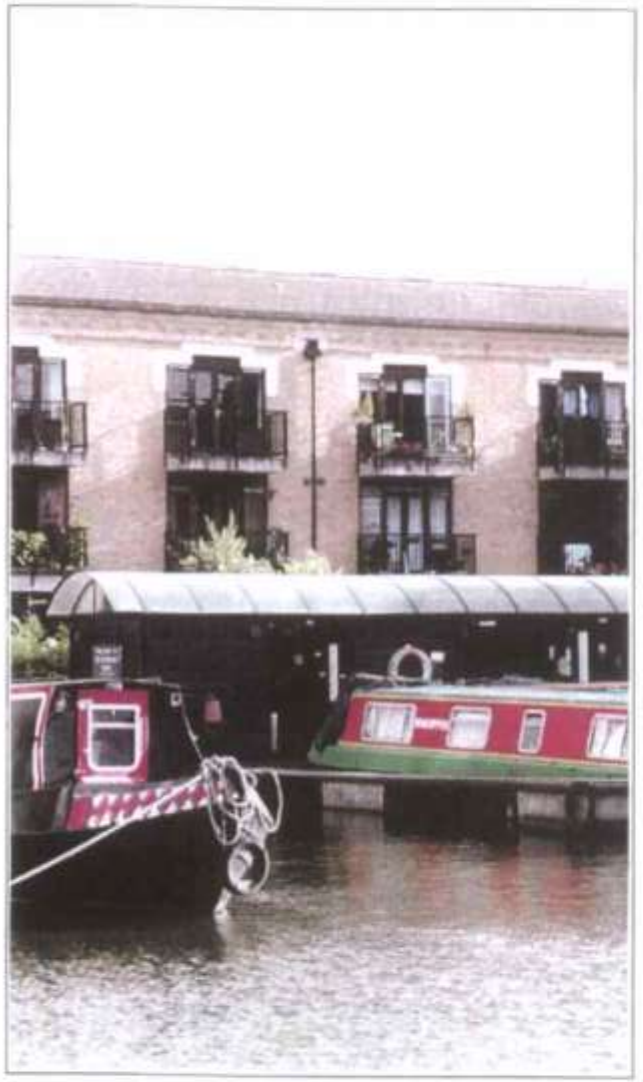
7. RECOMMENDATIONS
   - 7.1 Enhancement Strategy
   - 7.2 Environmental Improvements
   - 7.3 Towpath and Access Strategy
   - 7.4 Towpath Improvements
   - 7.5 Access Improvements

8. ACTION PLAN
   - 8.1 Introduction
   - 8.2 Access/Towpath Improvements
   - 8.3 Community Safety
   - 8.4 Landscape/Heritage
   - 8.5 Public Art/Signage
   - 8.6 Community & Visitor Facilities

9. APPENDIX
   - 9.1 Public Consultation


REGENERATION AND SUSTAINABLE DEVELOPMENT
QUALITY OF LIFE
ENVIRONMENTAL QUALITY
THE CANAL ACTION PLAN FOR KINGS CROSS AIMS TO CONTRIBUTE TO THE REGENERATION OF THIS PART OF LONDON, ENHANCE THE QUALITY OF LIFE FOR THE LOCAL COMMUNITY, AND PROVIDE AN ENRICHED EXPERIENCE FOR VISITORS TO THIS AREA.
RECREATION, LEISURE & TOURISM, EDUCATION AND ENJOYMENT
LINKS AND CONTRIBUTION TO OTHER KING'S CROSS INITIATIVES


BIRMINGHAM
BIRMINGHAM WATERFRONT
MELBOURNE - AUSTRALIA
SOUTHGATE PROMENADE
BIRMINGHAM WATERFRONT
BIRMINGHAM
QUAYSIDE
NEWCASTLE UPON TYNE
QUAYSIDE
NEWCASTLE UPON TYNE
BOAT QUAY
SINGAPORE
THE ROCKS WATERFRONT
SYDNEY - AUSTRALIA
BIRMINGHAM
BIRMINGHAM WATERFRONT
BIRMINGHAM
BIRMINGHAM WATERFRONT



Battlebridge Basin

BACKGROUND

In 1992 the King's Cross Joint Working Party was set up. This was a joint initiative established between the two local authorities (London Boroughs of Camden and Islington), the Metropolitan Police and the local community, which resulted in an intensive Police Strategy to deal with drug abuse, prostitution and kerb crawling. The group were able to review progress, providing a forum for the exchange of views and experience of partnership working.

In 1996 the King's Cross Partnership was formed to focus regeneration effort in the two square kilometres centred on King's Cross and St Pancras Stations. It is an area that has a substantial residential and business community in a well known part of London, which will become a European gateway in the next decade with the considerable regeneration implications of the proposed Channel Tunnel Rail Link (CTRL) extension to St Pancras.

The aim of the King's Cross Partnership is to co-ordinate effort and provide the strategic framework for the seven year regeneration programme in King's Cross under the Government's Single Regeneration Budget (SRB) initiative. The Partnership's vision focuses on the transformation of King's Cross into a vibrant and distinctive new quarter for London – an important and positive part of a successful world city. The Partnership will provide a focus for investment in the area. This will ensure that businesses thrive and that local communities have access to new jobs, homes, services and activities in a high quality environment, so that people will feel content and safe in their neighbourhood and take pride in its appearance.

CANAL ACTION PLAN

The King's Cross Partnership identified the stretch of the Regent's Canal running through King's Cross as a common factor for both Camden and Islington, providing a key element linking the area as one. Unfortunately this stretch of the canal as mentioned before has attracted a number of undesirable members of society leading to a fear of crime by the general members of the public. For such reasons the Partnership targeted the canal as a prime location for investment.

To guide and effectively target this investment, the King's Cross Partnership commissioned Waterway Environment Services, British Waterways' design and planning consultancy, to prepare a Canal Action Plan.

British Waterways has developed canal corridor studies and action plans as a tool to identify and demonstrate how the physical environment of the canal can be enhanced for the benefit of its users and act as a catalyst for the regeneration of an area. These studies have been successful in attracting partnership funding and support and in encouraging sustainable development focused on the waterway.

PROJECT AIMS

In accordance with the King's Cross Partnerships' strategic objectives, agreed with the Government Office for London, this study will aim to create:

- *a sense of place;*
- *a place for work;*
- *a place for business;*
- *a better place to live;*
- *a place for local people;*
- *a place for all communities;*
- *no place for crime.*

FUNDING/IMPLEMENTATION

The Action Plan will provide a framework for investment in the canal corridor. The proposals vary in scale and cost, with many possibly requiring a longer term view for implementation. The majority will affect land owned by British Waterways or the two local authorities, but a few will involve agreements with private landowners. The Action Plan (section 8) has been prepared to help the King's Cross Partnership to target and prioritise its resources as well as develop partnerships and secure match funding to take the projects forward.

This stretch of the Regent's Canal, part of the Grand Union Canal, runs through the London Boroughs of Camden and Islington (section 2.2), predominantly through residential development At its heart, the canal is right in the middle of the 'Railway Lands', an area built up around King's Cross and St Pancras Stations during the industrial revolution. It is now an 'Area of Opportunity' awaiting the new Channel Tunnel Rail Link to St Pancras Station and the subsequent redevelopment opportunities this will bring. It is easily accessed via train and underground at King's Cross and St Pancras Stations and is serviced by a good neighbouring road network. The Regent's Canal itself has links to the River Thames and Docklands to the East and the Grand Union Canal to the west which joins onto the majority of the waterway network throughout the country (section 2.3).

PLANNING & POLICY

British Waterways has set out a business plan for the London Canals (section 2.4) which is a strategic document setting out a series of aims for the period 1999/00-2003/04 The Regent's Canal is specifically highlighted as having its profile raised as a major heritage attraction. The principal heritage features along this stretch of the Regent's Canal are addressed in section 4 Proposals include for the maintenance of all these features, the restoration of some and better interpretation

In the two London Boroughs, the Regent's Canal is afforded quite a substantial amount of designated protection as well as receiving some direct canal related policy statements in their Unitary Development Plans (UDP) (section 2 5). Both Boroughs have designated the canal as a Conservation Area and Site of Nature Conservation Metropolitan Importance In addition the London Borough of Camden has designated the Regent's Canal as an Area of Special Character. These policy measures aimed at the preservation and enhancement of the canal corridor are welcomed by British Waterways and are hopefully strengthened by the recommendations made in this document

In addition to the work and policies already set out for the Regent's Canal by British Waterways, the London Borough of Camden and the London Borough of Islington, there are a substantial amount of other organisations with an interest in the preservation and enhancement of the Regent's Canal Corridor. These include (section 2 6) Groundwork Camden, King's Cross Partnership, London Canals Committee, London Ecology Unit, London's Waterway Partnership, Metropolitan Police, Public Art Development Trust and Thames 21 All these organisations have produced documents related to the Regent's Canal and its regeneration These documents have proved invaluable in determining the extent of projects already on the agenda for the Regent's Canal and in tapping in on their results from consultations on what is needed for the framework to deliver the lasting economic and environmental regeneration to the canal to take it into the next century

All these existing strategy documents for the Regent's Canal including those by British Waterways and the London Boroughs of Camden and Islington have many corresponding themes which must be seen as the driving force behind what is hoped to be achieved and addressed by this document. These documents help to give a wider context to how this small stretch of the Regent's Canal can be regenerated, primarily for the benefit of its neighbouring inhabitants but also for its role as a major green/heritage corridor through the heart of London. The themes to come out of these strategy documents when put together can be seen as the aims and objectives of this canal action plan which are listed opposite

AIMS & OBJECTIVES

Maintain the navigational use of the canal and where possible restore historic wharves or arms in conjunction with adjacent developer.

Upgrade and maintain all existing access points to the canal, seeking to provide ramps to "Access for All" standards where possible, with the provision of new access points where appropriate.

Maintain and improve the towing path for pedestrian use, considering cyclists and anglers as well.

Widespread graffiti clearance, along with new measures to help alleviate the future problem of graffiti.

Improve and protect the canal's wildlife and ecology.

Ensure all new development within the canal corridor is sensitive to the heritage and local landscape character of the canal and also seek to influence improvements to existing developments which do not respect their environment as well as they could do.

Establish better surveillance along the canal, by opening up any views onto the canal where possible, to provide a safer environment

Encourage greater canal-side activity through increased and better signage, as well as improved recreational opportunities (angling, visitor moorings, cycling, walking).

Remove all existing out of date, graffiti covered information boards and replace with appropriate signage.

Improve the lighting of the canal by installing lights underneath all bridges and consider the lighting of the towing path where evening pedestrian activity would possibly warrant it.

Assess all existing activities adjacent to the canal to seek to provide better linkages between the canal corridor and the surrounding environment

Upgrade/maintain all existing heritage features along the canal and seek to provide interpretation where possible.

REGENTS PARK
CAMDEN MARKET
LITTLE VENICE
A400
JUBILEE WATERSIDE CENTRE
LONDON BOROUGH OF CAMDEN
HAMPSTEAD HEATH
FINSBURY PARK
LONDON BOROUGH OF ISLINGTON
ST PANCRAS HOSPITAL
ST PANCRAS GARDENS
ST PANCRAS BASIN
KING'S CROSS RAILWAY LANDS
CAMLEY STREET NATURAL PARK
A5203
BATTLEBRIDGE BASIN
LONDON CANAL MUSEUM
ISLINGTON TUNNEL
MILE END PARK
RIVER THAMES
A5200
GAS HOLDERS
POSSIBLE NEW EURO TERMINAL
KING'S CROSS STATION
ST PANCRAS STATION
CENTRAL LONDON
A501
KEY
Areas of Opportunity
Conservation Areas
Boundary Between the London Boroughs of Camden & Islington
Key Locations / Points of Interest
Open Space
Schools & Colleges
Secondary Roads & Local Distributors
Train Stations
N
0m 40m 80m 120m 200m

The Regent's Canal forms part of London's Waterways, which are strategically important, passing through fifteen London Boroughs and connecting to the 2,000 mile national waterway system. To the east the Regent's Canal has links to the Lee & Stort Navigations which extends northwards from Limehouse and the Thames, through the Lee Valley Regional Park, to Bishops Stortford and Hertford and also to the Thames which provides links into Docklands Waterspace. To the west the Regent's Canal links onto the Paddington Arm of the Grand Union Canal which respectively links into the Grand Union Canal. From here to the south the Grand Union Canal joins the Thames at Brentford, and to the north at Reading and Oxford, the Kennet & Avon and Oxford Canals can be entered respectively with the majority of the countries waterway network lying ahead.

BRITISH WATERWAYS – LONDON CANALS BUSINESS PLAN 1999/00 – 2003/04

1. Overview

1.1 The Vision

1.1.1 London Canals will become a flagship waterway and a major tourism and heritage attraction. Centres of vibrant activity contrast with areas of peace and tranquillity to create a rich and varied environment to be enjoyed

1.1.2 A programme of economic and environmental regeneration and business development, harnessing key partnerships and funding, particularly London's Waterway Partnership, will revitalise the waterway and raise its profile in the Capital City.

1.2 The Strategy

1.2.1 Strengthen the identity of the waterway unit as a flagship waterway.

1.2 2 Develop our business in the key areas of property and leisure to underpin our financial performance and sustain the business of the waterway.

1 2.3 Further our business relationships and partnerships to raise our profile thereby securing external funding and development opportunities

1.2.4 Derive maximum benefit from London's Waterway Partnership to achieve the economic and environmental regeneration of the waterway corridor and expedite our development aspirations.

1.2.5 Develop the moorings business providing quality new mooring sites to meet excess demand, revising our pricing policy and implementing a high standard of maintenance.

1.2.6 Implement a PR and marketing strategy which promotes the canals as a "must-see" tourism destination in conjunction with an events programme focusing on our role in "London Millennium City".

1.2.7 Improve availability and accessibility to a wider range of customer groups ensuring issues of public safety are fully addressed and using this opportunity to improve the quality of the waterway environs.

1.2.8 Establish better community links through liaison and education initiatives to engage local people in the regeneration and environmental protection of their canals

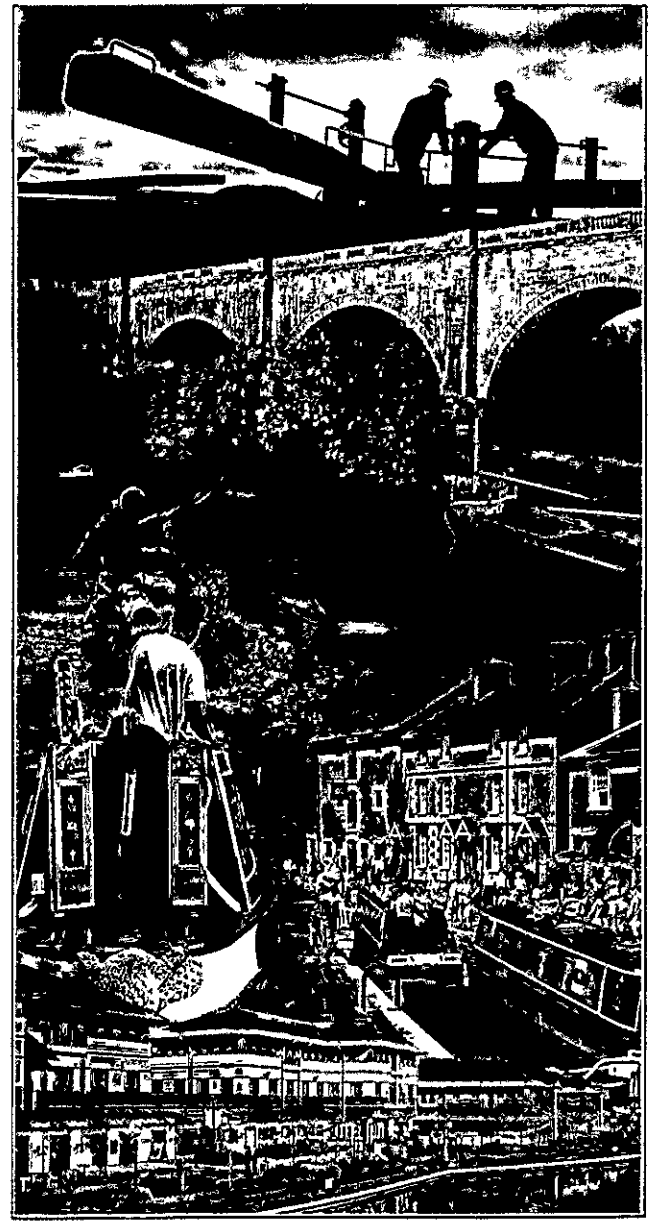
1 2 9 Improve the quality of the waterway environment and customer facilities in line with waterway standards that befit the Capital City and which are consistent with the objectives of the Contract with Government.

1 2.10 Implement a customer services policy which instils a sense of pride and excellence in all staff

1.2.11 Develop the staff team through training and empowerment to encourage greater understanding of all aspects of the waterway business.

1.2.12 Develop an Environmental Strategy and Biodiversity Action Plan within the context of the Environmental Code of Practice

1.2.13 Raise the profile of the Regent's Canal as a major heritage attraction, highlighting the rich and varied working waterway heritage as a resource to be explored.



British Waterways – Our Plan for the Future 2000-2004

LONDON BOROUGH OF CAMDEN – UNITARY DEVELOPMENT PLAN

The London Borough of Camden express that it is their aim to conserve and enhance the existing character of the canal and to improve its potential for recreation, transportation and wildlife propagation

In Camden the Regent's Canal is highlighted as a Green Chain and corridor, a Metropolitan Walk (linking with Hampstead Heath, as well as the London Borough of Islington and the City of Westminster), and a Site of Nature Conservation Metropolitan Importance.

Camley Street Natural Park adjacent to the canal is a Local Nature Reserve and site of Nature Conservation

The Regent's Canal and parts of its surrounding area have been designated a Conservation Area and policies aimed at the preservation and enhancement of its character are contained in the document 'The Regent's Canal in Camden' (1983, Supplementary Planning Guidance) Also the Regent's Canal is referred to in the document 'King's Cross Railway Lands' (1994, Supplementary Planning Guidance).

Further to this the Regent's Canal in Camden has been designated an Area of Special Character with the following specific policies:

RC1 *The Council will seek to retain and enhance the diverse visual character of the canal by ensuring that canalside development provides a variety in massing and an appropriate sense of enclosure or rurality according to the particular canal section,*

RC2 *The Council will seek to ensure that all new buildings maintain the established scale of the particular section of the canal. The height of building should reflect that of existing canalside buildings or as a general rule the height of buildings which frame the canal should not exceed four domestic storeys on either side of the canal as taken from towing path level,*

RC3 *The council will resist any development that has an adverse impact on the existing skyline intrudes into important canalside views or obstructs views to familiar landmarks;*

RC4 *The Council will seek to protect commercial uses and activities traditionally associated with the canal and retain buildings which contribute to its traditional character. On all other canalside sites the Council will seek a mix of uses which complement the character and function of the canal appropriate to the character of the particular section;*

RC5 *The Council will encourage the development of the recreational and leisure potential of the canal in so far as this does not adversely affect the nature conservation interest and is consistent with the capacity of the waterway and the amenity of the surrounding area. The Council will seek to ensure that existing water-based activities are not displaced by redevelopment or change of use;*

RC6 *The Council will seek to improve public access to the canal. Wherever possible new access designed to disability standards should be incorporated into development proposals linking the towing path more closely with the local pedestrian network The Council will encourage this provision where there are gaps between existing access points and in areas of intensive use,*

RC7 *The Council will seek to protect and enhance the canal as a green chain to provide a habitat for wildlife and a pedestrian route in pleasant environments The Council will promote the canal as part of the network of metropolitan walks and will seek to create circular routes to link the canal to other open spaces,*

RC8 *In the interest of recreational and leisure enjoyment of the canal the Council will promote the provision of appropriate signposting and informative and interpretative material and will encourage public art along the canal corridor The Council will encourage the reopening of the Canal Information Centre at Camden Lock,*

RC9 *Generally no buildings will be permitted which would encroach on cantilever or bridge over the waterspace or towing path Where canal basins have been filled-in in the past their reinstatement for water-based recreation will be encouraged,*

RC10 *The Council will encourage the provision of moorings in locations where these will not hinder navigation of the waterway or adversely affect the amenities in the surrounding area. Moorings should be provided on the non-towing path bank and only in locations with good accessibility and where adequate servicing facilities can be provided When considering applications for residential moorings the Council will have regard to the London Canals Committee Guidelines for Canalside Moorings,*

RC11 *The Council will promote the use of the canal for passenger and freight transport provided the level of use remains compatible with its use for water-based recreation and there is no unacceptable adverse effect on amenity or the environment.*

LONDON BOROUGH OF ISLINGTON – UNITARY DEVELOPMENT PLAN

London Borough of Islington clearly state in their UDP that they support the continuing development of the canal as a recreational and ecological resource.

In Islington the Regent's Canal is highlighted as a Green Corridor, a walkway and has been designated a site of Nature Conservation Metropolitan Importance.

The area of land between York Way and Battlebridge Basin adjacent to the canal has been designated an Area of Opportunity.

Further to this the Regent's Canal in Islington has been designated a Conservation Area with the following specific policies:

D34 *Development will not normally be permitted which would:*

i. *Reduce or restrict the surface area or the navigable waterway of the canal and canal basins, or;*

ii *Encroach on, cantilever or bridge over the towing path or waterway This does not however apply to bridges whose sole purpose is to carry a path, services, road or railway over the canal*

D35 *Permanent moorings will not normally be permitted along the canal or within either of the two canal basins within Islington. Limited exceptions may be made for permanent non residential moorings not accessed directly from the towing path where these do not interfere with navigation nor have a detrimental effect on amenity.*

Further aspects of the canals character are protected by the following policies:

R14 *The Council will develop the potential of the canal its towing path and basins for water and land based recreation and will exploit adjoining land and buildings in support of this aim It will seek to broaden usage enabling more use by youth groups and people with disabilities;*

D1 *The Council will require that the design and appearance of all new development is of a high standard and respects the scale, form and character of its surroundings where schemes are unsatisfactorily in these respects planning permission will be refused,*

D9 *Alterations and extensions should respect the architectural character and detail of the original buildings.*

GROUNDWORK CAMDEN – PROGRAMME OF PROPOSED IMPROVEMENTS TO THE KINGS CROSS SECTION OF THE REGENTS CANAL

The Camden Groundwork Trust was established in 1993. They are an independent charity not for profit company, and company member of the Groundwork Foundation Groundwork Camden undertakes environmental improvement projects in partnership with the local community – including the local authority, tenants associations, local businesses and community groups. They place great importance an active participation and involvement, particularly of those who live and work around the site of a project.

Groundwork Camden in conjunction with Calvin Beckford's report, "Regents Canal – suggested Crime Preventions Improvements" identified areas of work needed along the Kings Cross section of the Regents Canal.

Groundwork Camden put forward the idea that the successful regeneration of the canal should be one that involves the local community in partnership, building on principles of sustainability. Groundwork envisage that the project ideas would be worked up in line with this approach.

Project proposals by subject or area included:

- *Canal Ecology/landscape;*
- *Safety railings along the towing path;*
- *Graffiti treatment;*
- *Grants for boundary treatment and creation of "Windows into the Canal" (where they affect private land),*
- *Information signs/interpretation boards;*
- *Underbridge lighting,*
- *Public art installations at all the entrance ways to the canal;*
- *Waterbus service between Camden Locks and Kings Cross Basin;*
- *Constitution Public House;*
- *Camley Street access steps and bridge,*
- *St Pancras Lock,*
- *Camley Street Natural Park;*
- *Goods Way Bridge;*
- *St Pancras Lock to York Way Bridge;*
- *York Way Bridge.*

KING'S CROSS PARTNERSHIP – A VISION FOR KING'S CROSS

The King's Cross Partnership (KXP) was formed in April 1996 to focus regeneration effort in the two square kilometres centred on King's Cross and St Pancras stations. The aim of the KXP is to co-ordinate effort and provide the strategic framework for the seven year regeneration programme in King's Cross under the Governments Single Regeneration Budget (SRB) initiative. The Partnership brings together a broad range of private sector interests, the local community and the public sector including the two local authorities for the area

The King's Cross Partnership vision for King's Cross is that it will:

- *Be an important and successful part of a world city;*
- *Form a major interchange for travel, information and culture,*
- *Be a destination in its own right for a wide range of activities;*
- *Be a safe and pleasant place to live and work in, to travel through and to visit;*
- *Be a high quality environment with an accessible and integrated mix of uses,*
- *Be a tolerant multicultural community with excellent employment opportunities*

The King's Cross Partnership has produced a strategic framework of how they intend to deliver the fundamental and lasting change by:

- *Strengthening local communities;*
- *Encouraging a thriving economy;*
- *Creating a flourishing metropolitan centre;*
- *Promoting the area;*
- *Communicating the vision for the future of King's Cross.*

LONDON CANALS COMMITTEE – LCC DRAFT STRATEGY FOR THE CANALS

In 1997 LCC adopted a vision statement to bring about

> *"…. The enhancement, maintenance and restoration, wherever possible of the navigational use of London's canals, the improvement and maintenance of the canals' environment, ecology, heritage, and amenities; the promotion and generation of new recreational and regeneration initiatives".*

This provided the focus for a report setting out a series of recommendations and a programme of action in relation to the key issues which LCC had identified for consideration and resolution in London's canal environment.

It is now intended that the strategy should become a working document subject to amendment, as each key issue is addressed and another arises. The LCC appreciates that even though they have taken the lead in producing the strategy, it is not in the LCC's power to carry out all the identified action. Nevertheless the recommendations would require the LCC to play a supporting role

The key objectives put forward are

- *To promote, maintain and restore wherever possible the navigational use of London's canals,*
- *To promote London's canals as a sustainable means of transport;*
- *To encourage the sustainable improvement and maintenance of the canal's amenities;*
- *To encourage the sustainable improvement and protection of the canal's environment and ecology*
- *To promote the establishment of regeneration and recreational initiatives which are sensitive to the canals traditional character.*

LONDON ECOLOGY UNIT – REGENT'S CANAL : SURVEY AND MANAGEMENT RECOMMENDATIONS

The purpose of this report was to suggest ways of enhancing the wildlife value of the canal in Camden This information was portrayed on a series of maps with specific survey notes and management recommendations.

However, the London Ecology Unit recognised that this aim interacted with various human factors and therefore suggested a series of management objectives as follows·

- *To enhance aquatic vegetation and structural diversity in selected locations in the canal,*
- *To enhance the diversity of terrestrial vegetation in selected parts of the land adjacent to the canal,*
- *To improve the safety and perceived safety of the towing path with the aid of suitable planting;*
- *To enhance the educational value of the canal for all ages through interpretative material,*
- *To improve the appearance of certain sections of the canal,*
- *To aim for equal opportunities regarding access;*
- *To set up funded maintenance structures;*
- *To monitor the effectiveness of the actions undertaken to implement the objectives above.*

LONDON'S WATERWAY PARTNERSHIP – LONDON'S WATERWAYS: A CATALYST FOR REGENERATION

London's Waterway Partnership (LWP) is a London-wide strategic alliance of the public and private sector centred on 50 miles of canal and river corridor. The aim of the LWP is to co-ordinate effort and provide the strategic framework for the regeneration of London's Waterways under the Government's Single Regeneration Budget (SRB) initiative. The above programme was initially approved by the Government Office for London in December 1996

The London's Waterway Partnership vision is that… *'London's Waterway network becomes a focus for economic and environmental regeneration, linking centres of vibrant commercial activity with areas of urban tranquillity and open space, building on the existence of a rich and varied working waterway heritage.'*

The London's Waterway Partnership has taken a strategic overview of London's waterways and developed a programme of five complementary themes.

- *Developing business and employment opportunities;*
- *Developing tourism and leisure;*
- *Addressing the quality of the water corridor;*
- *Focusing on local communities;*
- *Creating strategic links.*
- Through these themes the London's Waterway Partnership plans to promote sustainable regeneration, improving and protecting the environment.

METROPOLITAN POLICE – REGENT'S CANAL: SUGGESTED CRIME PREVENTION IMPROVEMENTS (PRODUCED FOR DISCUSSION AUGUST 1998)

This report has recently been produced for discussion by the Crime Prevention Design Advisor for the Metropolitan Police. The report should be read in conjunction with the draft publication "Canal Crime Under Lock and Quay" which is being prepared by British Waterways in conjunction with the Metropolitan Police.

The police agree with the premise that increased use by local people and visitors may establish an element of self policing. However, they feel that the people on the canal and towing path must themselves feel safe and free from threat. Therefore it is important that the canals special environment, which was never designed for public pedestrian use, is improved before the public are actively encouraged to use it In view of this, the document sets out a series of site specific recommendations for crime prevention improvements These recommendations fall under the following headings·

- *Increased location points,*
- *Increased and better sign posting,*
- *Encouragement of greater activity on the canalside;*
- *Removing the drinkers and drug dealers,*
- *Better lighting of the canal,*
- *Increased and better access onto the canal*

Canal Crime Under Lock and Quay presents the importance of the design and planning process as the optimum long term solution to reducing levels of criminal activity.

The document sets out to:

identify the nature of criminal activity along the waterway;

the causes of crime;

the most appropriate and effective way of dealing with that crime given the unique and historic context of the waterway corridor

THE PUBLIC ART DEVELOPMENT TRUST (PADT) – A STRATEGIC PLAN FOR PUBLIC ART IN KING'S CROSS

The PADT have been commissioned by the London Borough of Camden (LBC) and the King's Cross Partnership (KXP) to produce a strategic plan for public art in the King's Cross area The timescale for this programme of public art will be for three years during 1999/2000 – 2001/2002

PADT are undertaking approximately 20 consultations with a range of organisations working within the London Borough of Camden at a local, national and an international level

KXP, LBC and PADT have identified five prime sites within the King's Cross area for the proposed programme of public art. These are

- *Streetscape/gateway area between Euston and King's Cross railway stations,*
- *Chalton Street, housing programme and courtyards,*
- *Channel Tunnel Rail Link terminal and surrounds;*
- *Regents Canal,*
- *Barnsbury Estate*

The consultancy and resulting proposed programme of public art will consider the following

- *That work will include a community programme involving participatory projects with local schools, colleges, residents, business groups and will especially promote opportunities for ethnic minorities*
- *Work will include a national and international programme involving artists of stature and profile who will be commissioned to create unique and innovative works that are likely to attract media interest in their proposals and in turn help promote the King's Cross area.*
- *The proposed programme will also examine opportunities for including art within the major infrastructure developments in King's Cross ranging from the proposed Channel Tunnel Rail Terminal at St Pancras to improvements to the local streetscape and the Regent's Canal as well as interim and long term uses for these sites*
- *The proposed programme will embrace temporary as well as permanent projects*

The proposed programme will also identify implementation agents where possible, estimated costings, potential funding sources and an annual work schedule

THAMES 21 - THAMES 21'S FIRST APPRAISAL OF LOCAL ENVIRONMENTAL QUALITY ON THE REGENTS CANAL

At the request of the London Waterways Partnership, during January 1999 Thames 21 undertook an appraisal of the standard of cleanliness on the Regents Canal through Camden. The appraisal included the composition and sources of litter and wastes present and examined other environmental factors which might be reducing the efficiency of cleansing operations and which degrade local environmental quality on the Regents Canal.

Thames 21's central conclusion was that the impression of the canal environment is one of decline and neglect and that a source of positive change and community ownership should be developed to encourage the canal's sensible use. Recommendations and specific conclusions included :

- *Improving the cleansing operations, removing litter from underneath vegetation and instigating a regime against businesses identified to be not storing waste properly;*
- *Removal of existing information boards and considering their replacement;*
- *Instigating an Adopt-a-Canal scheme to involve local communities and business in the canal;*
- *Widespread graffiti clearance and application of a sacrificial layer to facilitate future cleaning;*
- *Distributing information about waste disposal to boat owners;*
- *Providing more litter bins at certain points and improving the cleansing of access points;*
- *Introducing a code of practice for contractors on the canal;*
- *Considering an anti-litter or anti-dog fouling campaign;*
- *Conducting further surveys of this nature.*

Problem Graffiti – Jubilee Waterside Centre

St Pancras Lock

LOCAL RECREATION

Footpath Link

The canal forms an accessible recreational route running adjacent to Elm Village in the London Borough of Camden and through Copenhagen neighbourhood area in the London Borough of Islington. Central King's Cross is also nearby, only a 5 minute walk away, but the former railway industrial area forms a 'barrier' between Camden and Islington with no public access points to or from the canal in this area (Section 7.5).

The key to this stretch of the Regent's Canal becoming a thriving recreation resource for its local neighbourhood is:

- The redevelopment of the former railway goods yard, integrating Camden and Islington, producing a more inviting stretch of canal.
- For the more immediate future, smaller changes can be made including better access and towpath improvements, and enhanced surveillance of the area. This will help in the short term to alleviate the 'fear of crime' and encourage the local neighbourhood to make the most of the recreational asset they have on their doorstep.
- Along the majority of this stretch, the towpath is very narrow with low bridges and hidden corners leading to a conflict with the various towpath users. It has been reported that a policeman was actually knocked in the canal by a bicycle speeding past.
- The constraints of the site do not leave a lot of room for manoeuvre, but various design options need to be examined to help alleviate the conflicts. This could also be done through the formulation and promoting of a 'towpath code'.

TOURISM

Promotion (Public Art)

Facilitating access and information on the canal environment are key to its promotion and will help to encourage its wider use eg by visitors passing through the main line train stations of St Pancras and King's Cross. The Public Art Development Trust (PADT) is presently undertaking a consultation process to produce a strategic plan for public art in King's Cross. The opportunity should be taken to:

- Work with PADT to use public art for the benefit of the canal and related tourist attractions like the London Canal Museum.

Boating

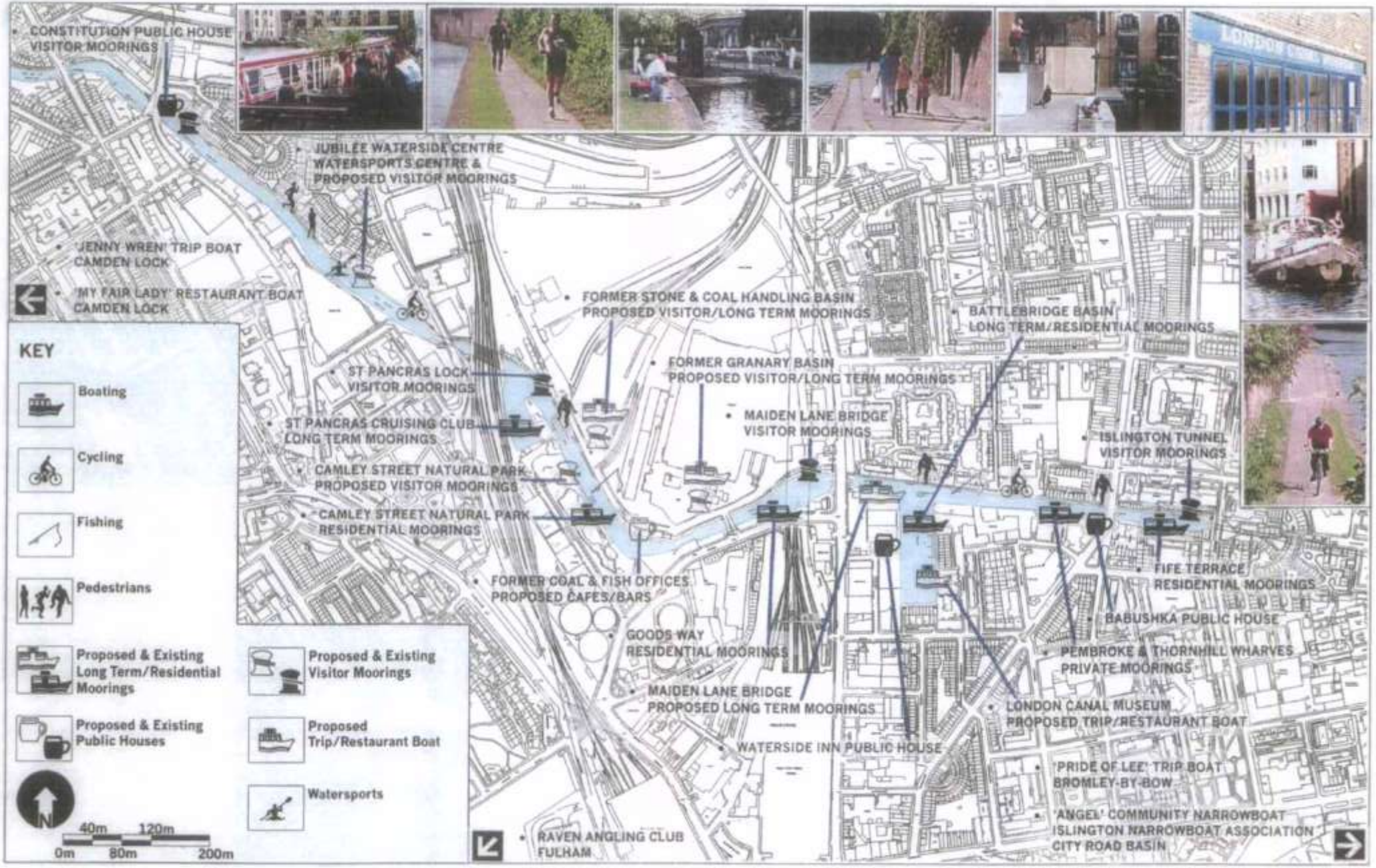
There is presently little opportunity for passing boat traffic to stop off in this area. This seriously needs to be looked at in order to attract what is potentially a large untapped market. As a result little boat traffic passes through King's Cross, with the majority of the traffic from the west stopping at Camden and traffic from the east stopping at the City Road Basin in Islington.

- With new visitor moorings and making the most of what this section of the canal has to offer, local trip boats could be encouraged to set up trips along this stretch, or even a new trip boat could be stationed in this area. The key to this is improving the infrastructure for boaters and the promotion of the heritage along this stretch.

Green Link

The canal is recognised in the local UDPs as a green corridor and a Site of Nature Conservation of Metropolitan Importance. It is an ideal place for relaxation away from the busy built up world around. There are already existing pocket parks along this stretch, but unfortunately they are either shut off from the canal or are not very inviting.

- Refurbishment of existing pocket parks and their integration with the canalside would make a significant contribution to the enhancement of the canal corridor and its use as a local park by visitors, residents and employees during lunch breaks.


CONSTITUTION PUBLIC HOUSE
VISITOR MOORINGS
JUBILEE WATERSIDE CENTRE
WATERSPORTS CENTRE &
PROPOSED VISITOR MOORINGS
'JENNY WREN' TRIP BOAT
CAMDEN LOCK
'MY FAIR LADY' RESTAURANT BOAT
CAMDEN LOCK
FORMER STONE & COAL HANDLING BASIN
PROPOSED VISITOR/LONG TERM MOORINGS
BATTLEBRIDGE BASIN
LONG TERM/RESIDENTIAL MOORINGS
FORMER GRANARY BASIN
PROPOSED VISITOR/LONG TERM MOORINGS
ST PANCRAS LOCK
VISITOR MOORINGS
MAIDEN LANE BRIDGE
VISITOR MOORINGS
ST PANCRAS CRUISING CLUB
LONG TERM MOORINGS
ISLINGTON TUNNEL
VISITOR MOORINGS
CAMLEY STREET NATURAL PARK
PROPOSED VISITOR MOORINGS
CAMLEY STREET NATURAL PARK
RESIDENTIAL MOORINGS
FORMER COAL & FISH OFFICES
PROPOSED CAFES/BARS
FIFE TERRACE
RESIDENTIAL MOORINGS
BABUSHKA PUBLIC HOUSE
GOODS WAY
RESIDENTIAL MOORINGS
PEMBROKE & THORNHILL WHARVES
PRIVATE MOORINGS
MAIDEN LANE BRIDGE
PROPOSED LONG TERM MOORINGS
LONDON CANAL MUSEUM
PROPOSED TRIP/RESTAURANT BOAT
WATERSIDE INN PUBLIC HOUSE
'PRIDE OF LEE' TRIP BOAT
BROMLEY-BY-BOW
'ANGEL' COMMUNITY NARROWBOAT
ISLINGTON NARROWBOAT ASSOCIATION
CITY ROAD BASIN
RAVEN ANGLING CLUB
FULHAM
KEY
Boating
Cycling
Fishing
Pedestrians
Proposed & Existing
Long Term/Residential
Moorings
Proposed & Existing
Visitor Moorings
Proposed & Existing
Public Houses
Proposed
Trip/Restaurant Boat
Watersports
N
0m
40m
80m
120m
200m

ANGLING

The Regents Canal is a strategically important recreational angling facility in an urban area with a dearth of quality angling facilities. A locally based angling club, Raven (formerly Camden) Angling Club, has a commercial agreement with British Waterways for the angling rights. In the 1980s the canal attracted a large number of anglers including significant numbers from outside the London area. More recently the local authorities have imposed roadside parking restrictions which have resulted in the canal being little used for angling with the angling club facing an uncertain future

- A car park to serve this stretch of the canal would be beneficial to all, not just the anglers. It could be located between St Pancras Cruising Club and Camley Street Natural Park or should be included in the development of the railway lands

BOATING

Boat/Canoeing/Rowing Clubs

The Jubilee Waterside Centre in Elm Village is the only watersports club to be based in this area. Their activity centre does not operate on a regular basis and they work very much in isolation.

Agreement should be sought from the Jubilee Waterside Centre to allow visitor moorings so a local community boat could moor and provide opportunities for schools and disadvantaged groups to experience watersports.

St Pancras Cruising Club, a private boat club, is situated at St Pancras Basin.

The Islington Narrowboat Association is charity based at City Road Basin. They have a community narrowboat called 'Angel' which provides opportunities for schools, disadvantaged groups and generally those that would not normally get a chance to take to the water to experience life on the water.

- A community narrowboat/floating classroom to serve this stretch of the canal would be beneficial to all. A preferred location would be from Camden Lock or Battlebridge Basin This could be used for educational purposes linked to the London Canal Museum, as well as for promotion to engender business support for the canal environment. If a new community narrowboat is not feasible, discussions could be held with the Islington Narrowboat Association who run a community narrowboat from City Road Basin to see if this facility could be extended into the King's Cross Area

Mooring

For passing boat traffic there is little obvious opportunity for stopping off in the area. The two main existing locations are 'The Constitution' Public House and Battlebridge Basin Possibilities for future moorings include.

- The Jubilee Waterside Centre would benefit from having some mooring bollards so it could be used by the proposed new community narrowboat or the existing community narrowboat based at City Road Basin. Especially with its ramped access to the canal, the moorings would provide an access for all facility to the canal for the local community of Elm Village, to use a community narrowboat

- The provision of visitor moorings along the canalside is an aspiration within Camley Street Natural Park's development plan, primarily to act as a stopping off point for the local community narrow boats. It is envisaged that general public admission via the visitor moorings would have to be by appointment only

- The Coal & Stone and Granary Basins lie filled-in beneath the forecourt/warehouses of the former GNR Goods Yard. These basins could be excavated, reinstated and connected back to the canal. The Coal & Stone Basin presently has the best potential of navigational access to the canal with the Granary Basin being constrained by the high voltage cables laid under the towpath, but its use for navigation should still be a long term objective. The reinstatement of these basins would reveal an important part of King's Cross' industrial heritage and offer recreational and townscape opportunities. In the short term the Granary Basin could be opened for pedestrian access from the towpath and could be used in association with a heritage centre to display canal transportation and related historic exhibits.

- To the east of York Way there is potential for approximately six visitor moorings. There already exists a secure flight of steps to York Way itself. This scheme would necessitate the agreement from the private businesses that border the canal All that would be required would be new mooring bollards, signage and possibly some services

- The London Canal Museum presently lies hardly noticeable in Battlebridge Basin Better signage from the canal would possibly attract more visitors.

- The Waterside Café situated at the western side of Caledonian Road would be an ideal spot for visitor/business moorings This scheme would necessitate the agreement from the private businesses that border the canal and would also benefit the Babushka Café Bar, situated between Thornhill Bridge and Thornhill Wharf

Restaurant and Trip Boats

Presently there is no regular restaurant or trip boat service along this stretch of the Regent's Canal. 'Jenny Wren', based at Camden Lock generally does trips in the opposite direction, however it also does charter bookings which can go downstream as far as Limehouse. Their restaurant boat 'My Fair Lady' also operates on a charter basis.

On irregular occasions the 'Pride of Lee' trip boat conducts trips from Bromley-by-Bow on the Lee Navigation to the London Canal Museum in Battlebridge Basin.

- With the redevelopment of King's Cross and the proposed higher profile given to the London Canal Museum, more visitors can be expected giving rise to the potential for a trip/restaurant boat based at the museum. This could do trips west through Regent's Park and east down to Limehouse Basin

CYCLING

Officially, the whole stretch of this part of the Regent's Canal does not permit cycling due to the number of bridges with low headroom, narrow towpaths, sharp bends and the intensity of people. Obviously cyclists still do use this stretch of canal, many as a commuter route.

Unfortunately, this area is one of the worst places in London for user conflicts between pedestrians and cyclists.

On the grounds of 'sustainability' the use of the canal as a cycling route is to be encouraged, but because of the behaviour of a small proportion of cyclists on this towpath with said site constraints the cyclists are provoking widespread antagonism amongst pedestrians along this stretch.

Education is required that pedestrians have priority on the towpath and with more consideration a peaceful co-existence between the various users of the towpath should be achievable.

Recommendations include:

- Removing all 'No Cycling' notices, as they are clearly ineffective.
- Formulating and promoting a 'Towpath Code' for cyclists, with an emphasis on consideration for pedestrians.
- New signage and/or design measures encouraging cyclists to dismount or slow down at obvious areas of conflict (bridges, sharp bends and narrow towpaths).

PEDESTRIANS

As apparent there are no organisations conducting formal walks in this area yet. Groundwork Camden is currently compiling a tree walks leaflet for this stretch of the Regent's Canal. Two Industrial Archaeology Walks were published in 1985/86 by the Greater London Industrial Archaeology Society (GLIAS) for this area. The first goes from Camden to King's Cross and the second goes in and around Battlebridge Basin.

- The opportunity should be taken to produce an attractive leaflet on the Regents Canal in Kings Cross. This would interpret the canal's history, environment, features of interest and nearby facilities/attractions. Such a leaflet would be beneficial to both locals and visitors and could be available at a range of outlets including Kings Cross Railway Station, The London Canal Museum, Platform 12 shopping development, Camley Street Natural Park, local libraries, schools and trip boat operators.
- A scheme to have 'lollipop type wardens' on the canal during the times for travel to and from school would provide a safe and fun commuter route for school children. These might be provided through a parents volunteer rota or as a paid part time post or possibly as part of a Canal Ranger's duties.
- A Canal Ranger for the King's Cross and Camden areas would provide a port of call for the local community regarding any canal matters, an educational resource for the local community and of course a pair of ears and eyes known to be patrolling the canal. It is also suggested that possibly the role should be one of caretaker to oversee minor maintenance, rather than a passive 'ranger'.
- The towpath through Kings Cross is blighted by the presence of concrete paving slabs which follow the course of the National Grid cable line which is laid under the path. A mixture of materials have been used in conjunction with the concrete slabs resulting in an unattractive, poor quality pedestrian surface. A towpath improvements scheme is proposed as a priority throughout Kings Cross to improve the image and character of the canal and create a user friendly environment meeting 'Access for All' standards. Comprehensive resurfacing is required, in conjunction with rationalisation of the towpath delineation and width in order to both facilitate access and retain a sustainable grass strip.

Anglers alongside St Pancras Lock.

A BRIEF HISTORY OF THE REGENT'S CANAL

Beginnings

The construction of the Grand Junction Canal in 1793 provided a direct link between London and the Midlands. It joined the Thames at Brentford, with a branch arm to Paddington opened in 1801. The basin at Paddington was at one end of the 'New Road' which run immediately to the north of London linking Paddington and Islington with the city Realising the potential profit that could be made, Thomas Homer promoted the idea that the canal should be extended from Paddington to straddle the line of New Road eastwards to Islington and thence to the Thames at Limehouse.

Homer approached the famous canal engineer, John Rennie, but his proposed route through the centre of town was abandoned as too costly In response Homer proposed a less expensive route to the north of the city through open fields.

> *"The advantages of such a canal to the public are incalculable, but amongst the most prominent is the supplying of the north side of the metropolis, for an extent of five miles, with water carriage. It will be another Thames at the back of the northern parts of the town, affording the like advantages of commerce and communications, as the River Thames itself".*
>
> (The Prospectus, 8 August 1811)

Construction

On 13 July 1812 the Regent's Canal Act was passed The friend of the Prince Regent, John Nash, was appointed as architect with his friend, James Morgan, as assistant. Nash intended the canal to form a central feature of his scheme to improve Regent's Park, but following local opposition his chosen route was changed. A line to the north of the park in a deep cutting was chosen

Construction started in 1812 and was beset with problems. Costly delays and disputes, objections from landowners, embezzlement of funds and a shortfall of capital all delayed completion until 1820. Work halted as the canal reached Camden. The majority of original funding was spent and an additional Act of Parliament was needed to raise further funds. A government grant of £200,000 was given to the Canal Company for public works This was to provide jobs for the huge numbers of unemployed men following the end of the Napolionic Wars. The total cost of construction was £772,000, twice the original estimate The completed canal was 8 5 miles long from Paddington to Limehouse with 12 locks and a fall of 100 feet to the Thames.

Water Supply

The canal suffered a shortage of water for working the locks. The original Act prohibited the use of water from the Grand Junction Canal In response, an experimental lock involving water fill caissons was designed by William Congreve at Camden, but was later abandoned as unworkable. 120 acres of Finchley Common was purchased for the purpose of forming a head of water to feed the canal via a nine mile feeder. It was soon realised however, that this was only sufficient to supply enough water for two lock-fulls a day A plan to supply water from the Thames at Chelsea was also abandoned as the water was considered too filthy.

In 1835 the Company acquired the concession from the Grand Junction Canal to dam the River Brent to create the Brent Reservoir (known today as the Welsh Harp) in Hendon. In an attempt to save this precious supply of water locks were constructed in pairs with interconnecting sluices between two chambers so that they worked together – like side ponds The paddle was raised by means of a rack and pinion on a post between the locks Water supply was finally resolved with the creation of the Grand Union Canal in 1929. Today only one lock in each paid is operational with the other forming a weir.

Trade

As the canal was completed the great expansion of London began. Vast estates were built to the north of the city adjacent to the canal Building materials needed for this construction explosion were transported by canal with bricks carried from the Medway Towns The canal was central in the transportation of essential services for this new population Coal, timber, refuse, ice and manure were commonly carried Great gas works and electricity generating stations were located along its length, in particular the Imperial Gas, Light & Coke Company located at Hackney Coal was carried from Newcastle to the Regent's Canal Dock at Limehouse. Here it was unloaded into barges and taken directly to the great gas wharves located along the canal. To the south of the canal several basins were built such as Battlebridge Basin (1820) and Wenlock Basin (1826) These quickly became the foci of economic activity on the canal

Competition

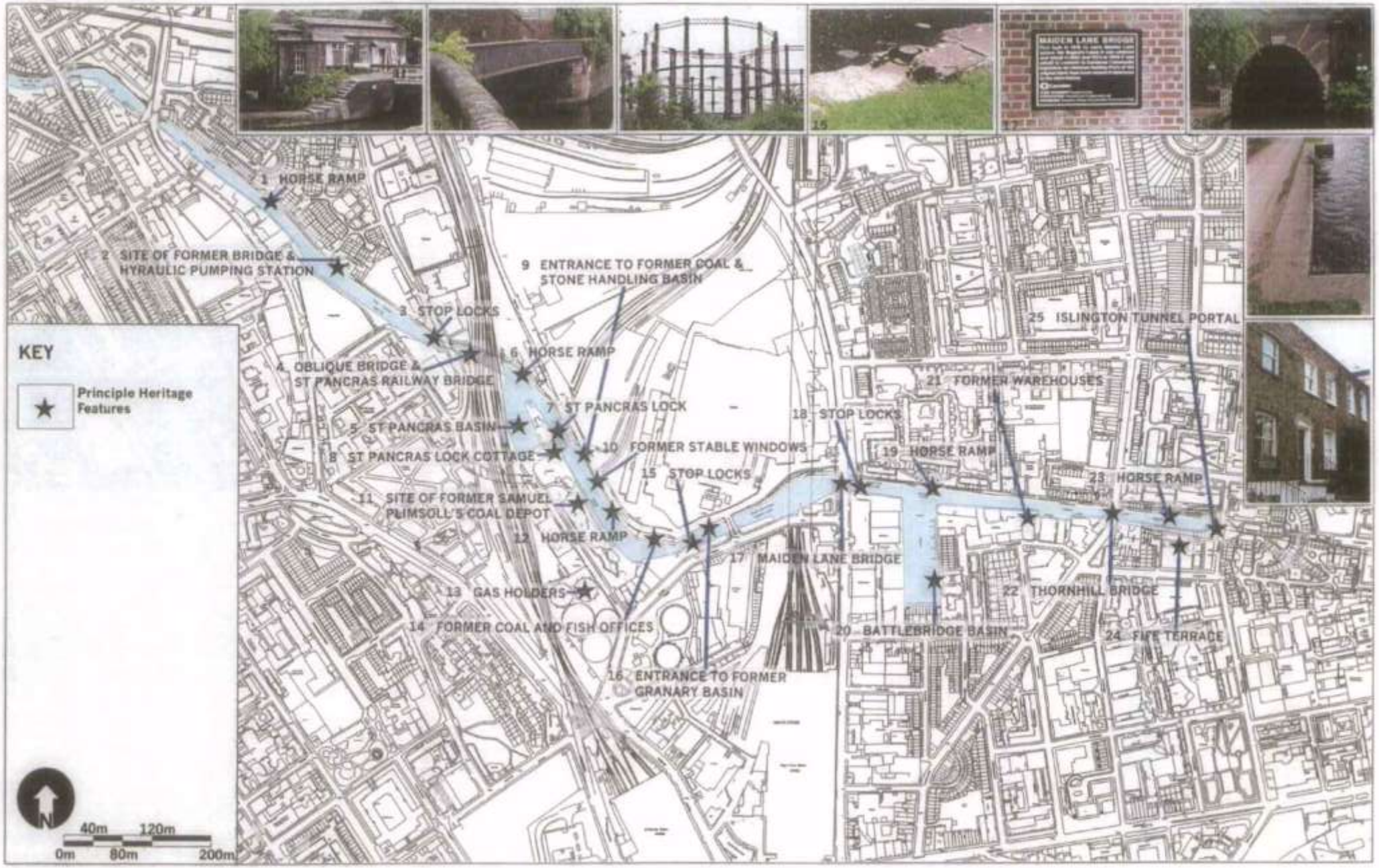
Following the completion of Euston in 1837 (the first mainline station in London), the country was gripped by railway building mania At first the canal companies and the railways worked together, indeed, many of the building materials needed for the construction of the railways were transported by the Regent's Canal At King's Cross a huge transhipment warehouse was constructed to allow direct transfer of goods from rail to canal

By as early as 1845 however, the carriage of goods had transferred from the canals to the railways to such an extent that a plan was proposed to use the canal's route as a railway This plan was later abandoned. Traders slowly drifted from canal to the faster railway. Certain trade was still carried such as explosives and the carriage of building materials for the ever expanding London

The Last 100 Years

By the 1870s competition had forced down toll charges The principle cargo carried was coal and timber. Timber wharves, sawmills and factories lined the canal together with six power stations The Grand Junction Canal Company's big depot at City Road Basin continued to run fly-boats to the Midlands for the next fifty years But by the turn of the century only a ninth of the peak canal trade went out of London, even the creation of the Grand Union Canal Company in 1929 failed to revive the ailing waterway's fortune. The Second World War and competition from roads resulted in trade dwindling to almost nothing.

The last thirty years have witnessed a renaissance in the fortunes of the Regent's Canal A first class public amenity has been created from an industrial relic The CEGB laid six 400 kilovolt cables beneath the towpath, which was then paved and opened for recreational purposes. A series of parks have been landscaped on redundant industrial sites, and wharves and basins restored.


1 HORSE RAMP
2 SITE OF FORMER BRIDGE & HYRAULIC PUMPING STATION
3 STOP LOCKS
4 OBLIQUE BRIDGE & ST PANCRAS RAILWAY BRIDGE
5 ST PANCRAS BASIN
6 HORSE RAMP
7 ST PANCRAS LOCK
8 ST PANCRAS LOCK COTTAGE
9 ENTRANCE TO FORMER COAL & STONE HANDLING BASIN
10 FORMER STABLE WINDOWS
11 SITE OF FORMER SAMUEL PLIMSOLL'S COAL DEPOT
12 HORSE RAMP
13 GAS HOLDERS
14 FORMER COAL AND FISH OFFICES
15 STOP LOCKS
16 ENTRANCE TO FORMER GRANARY BASIN
17 MAIDEN LANE BRIDGE
18 STOP LOCKS
19 HORSE RAMP
20 BATTLEBRIDGE BASIN
21 FORMER WAREHOUSES
22 THORNHILL BRIDGE
23 HORSE RAMP
24 FIFE TERRACE
25 ISLINGTON TUNNEL PORTAL
KEY
Principle Heritage Features
N
0m 40m 80m 120m 200m

1 Horse Ramp

Horse ramps are a characteristic feature of the Regent's Canal, but are relatively unusual within the canal system as a whole. They are ramps running out of the canal to the towpath to enable horses which had accidentally fallen into the water (often frightened by the rumble of passing trains) to get out again Few are in an original form above the water, but once the canal user is aware of their use they are easy to spot.

2 Site of Former Bridge

Pad stones in the retaining wall indicate the site of a bridge which carried sidings across the canal to a warehouse built in 1865 by the Midlands Railway (MR). Next to this are the remains of a hydraulic pumping station, now the Jubilee Waterside Centre This housed steam engines which pumped water at pressure into the mains system to operate cranes and capstans in the former Agar Town goods yard, now Elm Village

3 Stop Locks

Built during the Second World War so they could be closed to lessen any flood damage should the canal be hit by bombing

- An interesting heritage feature which could be restored

4 Oblique Bridge and St Pancras Railway Bridge

Fine dressed stone and London Stock abutments to the underside of the railway bridge. Rope marks can be seen to the stone and brick Wrought iron bridge above Next to this is a concrete and steel replica of an 1840s cast-iron bridge It is called Oblique Bridge as it crossed the canal at an oblique angle.

- Both bridges require graffiti removal and a fresh coat of paint.

5 St Pancras Basin

Constructed in 1867 for the transfer of coal from bottom – discharge railway wagons to barges. It is now the home of the St Pancras Cruising Club

6 Horse Ramp (See Heritage Feature 1 for notes)

7 St Pancras Lock

The Lock has a 'shabby' appearance with little continuity in building materials which have been used in its repair. To the towpath side roughly dressed granite rectangular sets are found.

- Through necessity a mixture of materials have been used when undertaking repairs to the lockside over the years. A comprehensive lockside enhancement scheme is proposed at this key focal point to include appropriate new high quality surfacing whilst retaining original features such as the granite setts on the towpath side.

8 St Pancras Lock Cottage

Grade II listed building Designed as a pumping house in 1898 by Sir John Wolfe Barry. General condition is good, however the building is in need of some repair.

- The general structure of the building requires some repairs.
- Vegetation growth beginning to appear on the roof which must be carefully removed.

9 Entrance to former coal and stone handling basin

Towpath bridge spans the blocked up entrance to the now filled in Coal & Stone Handling Basin previously found in the Great Northern Railway (GNR) Goods Yard.

- Railings should be incorporated onto the bridge
- A non slip paint surface should be applied to the metal surface of the bridge.
- Reinstatement of the basin should be investigated.

10 Former Stable Windows

A series of small windows, found in the retaining wall adjacent to the towpath, were for stables built under a roadway in the GNR Goods Yard. Above the sixth window from the lock are pad stones of a former bridge carrying a siding to the coal drops on the other side of the canal

11 Site of former Samuel Plimsoll's Coal Depot

Camley Street Natural Park now occupies the site of Samuel Plimsoll's (of Plimsoll Line fame) Coal Depot Large rectangular stone blocks and remains of canal wall can be seen which may date from the time of Plimsoll's depot providing the last tangible link with the depot. The access bridge to the depot has been demolished, however, as mentioned before, the pad stones indicating its position can be seen set in the wall above the towpath.

12 Horse Ramp (See Heritage Feature 1 for notes)

13 Gas Holders

The cluster of gas holders on the offside of the canal date from 1861 and include several designs with classical embellishments. They were built by the Imperial Gas Light & Coke Co Ltd are now grade II listed.

14 Former Coal and Fish Offices

A fabulous building curving with the canal. Built in 1856 by John Jay for the GNR. A very impressive building adding greatly to the character of the canal corridor

- Great effort should be made in bringing use back to this building and re-integrating it with the waterway

15 Stop Locks

These stop locks were very important as they were to protect the King's Cross railway tunnel flooding should it have taken a hit from the bombing during the Second World War.

- They are in need of some repair.

16 Entrance to former Granary Basin

Just before the concrete Goods Way Bridge, a blocked up wide arch can be seen in the towpath wall which was once the entrance of a canal arm leading to four short basins entering the Granary Building

- Reinstatement of the basins should be investigated.

17 Maiden Lane Bridge

The bridge is a grade II listed structure, originally built in 1819 and rebuilt in 1998. Some early fabric of the original bridge was re-used including large stone blocks with rope grooves. Its original cast-iron railings can now be found over the portal to Islington Tunnel on Muriel Street.

18 Stop Locks

The second pair of stop locks used to protect the King's Cross railway tunnel.

19 Horse Ramp (See Heritage Feature 1 for notes)

- This one could be restored as an example of type. This could include restoring the original stone copings above the water line.

20 Battlebridge Basin

There are some wonderful warehouses situated around Battlebridge Basin including the London Canal Museum which houses Carlo Gatti's ice wells.

21 Former Warehouses

Between Battlebridge Basin and Thornhill Bridge on the offside of the canal, some fine examples of period warehouses can be seen. They have now all been converted into apartments and offices.

22 Thornhill Bridge

This bridge was named after the local landowner. It is now a 20th century concrete bridge resting on 19th century stone and brick abutments.

23 Horse Ramp (See Heritage Feature 1 for notes)

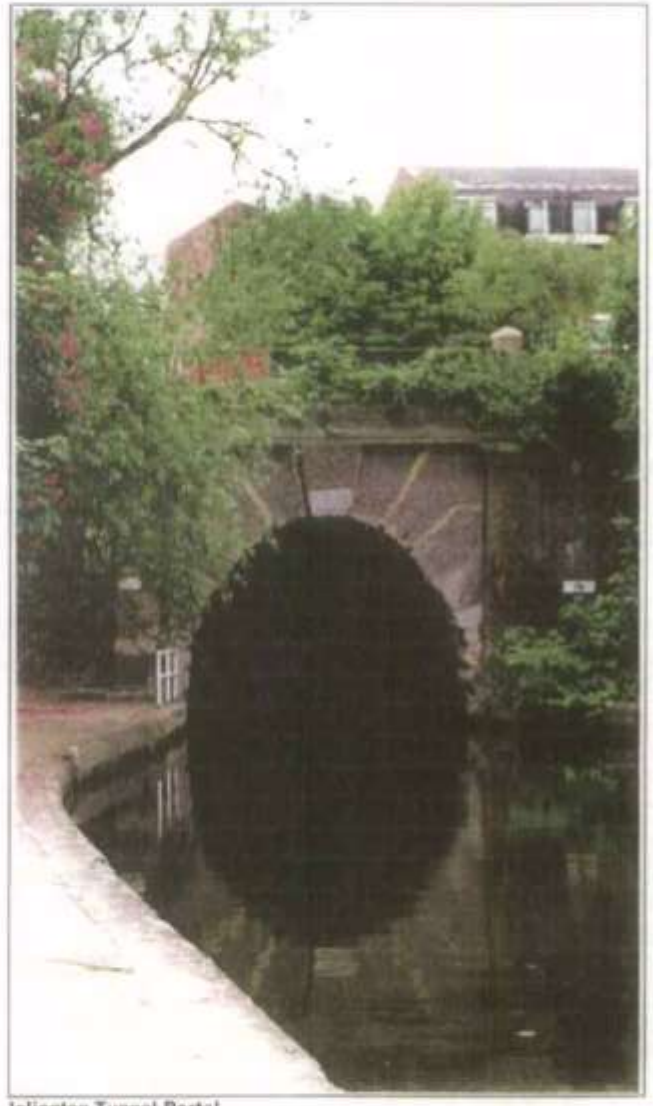
- Could possibly be used as an example for restoration.

24 Fife Terrace

This terrace is an original 19th century canalside dwelling. There are not many remaining ones on the canal to be seen.

25 Islington Tunnel Portal

This very important feature is grade II listed and there is already a planned repair programme in motion for the future.



Islington Tunnel Portal

Towpath opposite Camley Street Natural Park

THE WATERWAY LANDSCAPE: A SUMMARY

The Regent's Canal in King's Cross is very much an oasis of calm away from the busy pressures of the surrounding urban environment. Access to the canal is very restricted due to high retaining walls lying adjacent to the towing path along most of its length. This does contribute to the quiet and secluded character of the waterway environment but it can also be quite threatening with very few views in or out of the canal corridor. The perceived fear of crime by canal users is a major issue along this stretch.

- The aim is to achieve a balance between improving access to the canal, reducing the fear of crime whilst still retaining the unique 'secret world' charm of the canal corridor.

The historic context of the canal is very apparent throughout. Derelict and converted warehouses are in abundance, especially from St Pancras Lock to Battlebridge Basin and these give a distinctive character to this length. A relic of original canal terraced housing remains near Islington Tunnel, which itself presents an impressive portal to the waterway. Dotted along the canalside are remnants from its historic past as a major freight transport facility, including horseslips, bollards, stopgates and bridge abutments.

- All these historical features along the canal contribute to the character of the canal and should be retained at all costs and repaired where viable.

- New development should respect and enhance the waterway landscape and local character in terms of its scale, massing, use of material and historic context.

The canal itself forms the focus of the corridor linking the diverse land uses, particularly at Battlebridge and St Pancras Basins where the waterspace brings a strong local identity. The boats in these basins and residential moorings at Camley Street, Goods Way and Fife Terrace add colour and interest to the corridor. Passing boat traffic is however limited and could be increased through the provision of visitor moorings to attract boats to King's Cross.

- All new development should recognise the canal as an important public frontage and seek to maximise the use of the waterspace.

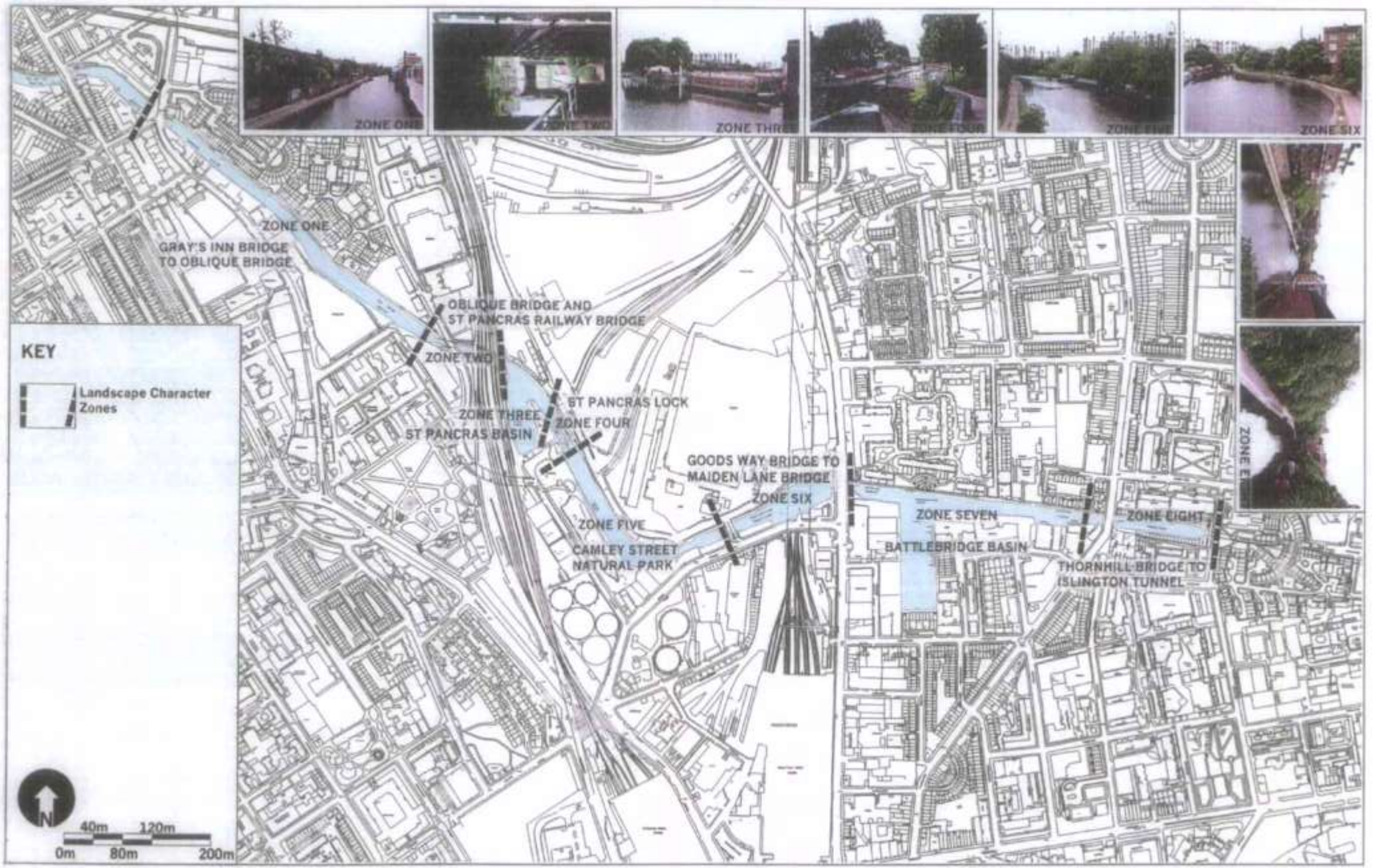
- The potential exists to re-open the in-filled Granary, Coal & Stone Basins found in the former Great Northern Railway Goods Yard, which would further enhance the importance of the waterway in the landscape and form a focus for development. The viability of this needs to be explored as part of the redevelopment of the railway lands.

- There is a need to provide visitor mooring facilities in order to encourage travel along this section of the waterway.

Part of the canals charm is the abundance of greenery for such an industrial and residential location. It is very pleasant to step into such a green enclosed world in stark contrast to the surrounding brick environment. Most of this greenery is found on the offside, including Camley Street Natural Park and Goods Way Nature Area, however, Tiber Gardens Pocket Park and Thornhill Bridge Pocket Park are found adjacent to the towpath.

- The green character of the canal corridor and its potential as an urban wildlife corridor should be conserved and enhanced where possible. New planting design and vegetation management should consider the need to create an environment that is welcoming and non-threatening to the towpath user as well as enhancing the ecological value of the canal corridor.

Overall this stretch of the Regent's Canal in King's Cross is very much an undiscovered/underused attractive and peaceful oasis enclosed by industry and housing. It also provides an insight and views to an industrial era gone by. Unfortunately its sense of enclosure does add to a fear of crime by its users, and has encouraged 'undesirables' like drug users and prostitutes to frequent parts of it. With careful design and management there is no reason why this stretch of canal cannot become a true oasis in the city, with people wanting to visit and use it.


ZONE ONE
ZONE TWO
ZONE THREE
ZONE FOUR
ZONE FIVE
ZONE SIX
ZONE ONE
GRAY'S INN BRIDGE
TO OBLIQUE BRIDGE
OBLIQUE BRIDGE AND
ST PANCRAS RAILWAY BRIDGE
ZONE TWO
ZONE THREE
ST PANCRAS BASIN
ST PANCRAS LOCK
ZONE FOUR
GOODS WAY BRIDGE TO
MAIDEN LANE BRIDGE
ZONE SIX
ZONE FIVE
CAMLEY STREET
NATURAL PARK
ZONE SEVEN
BATTLEBRIDGE BASIN
ZONE EIGHT
THORNHILL BRIDGE TO
ISLINGTON TUNNEL
ZONE E
KEY
Landscape Character
Zones
N
0m
40m
80m
120m
200m

LOCAL AUTHORITY

London Borough of Camden

CONSERVATION AREA

Regents Canal Conservation Area

GENERAL IMPRESSIONS

Long straight uninteresting section of canal, lies below adjacent ground level to the north. The towing path is enclosed by the continuous high retaining wall of Elm Village, broken only by one concrete and one wooden lookout bay and the taller forms of The Constitution Public House and Jubilee Waterside Centre (formerly the pumping station for Agar Town Railway Goods Yard). On the offside, land continues falling away with St Pancras Way below canal level for much of its length. Offices and a mixture of poor quality industrial units provide limited visual enclosure. The bridge, pub and whole stretch of the retaining wall are blighted by graffiti.

ADJACENT LAND USE

Residential, office, industrial, public house.

KEY ELEMENTS IN CANAL CORRIDOR

Gray's Inn Bridge

Recent refurbishment of bridge has seen replacement of the railings with a more ornamental design and installation of underbridge lighting. Graffiti removal required.

Constitution Public House

Attractive public house, a landmark at the bridge. High level pub garden, accessible from towing path, but does not take advantage of views of canal. Graffiti removal required.

Ivy

Stretches of ivy provide an important green element in the canal corridor, breaking up and softening the brick wall. Otherwise little greenery along this stretch.

Horse Ramp

Provided an escape exit from the canal if a horse fell in while towing a boat. Should be retained as an interesting historic feature.

Jubilee Waterside Centre

An attractive brick building forming part of the retaining wall to the back of the towing path – rebuilt after fire damage and housing youth club/water activity centre. Shuttered gateway provides occasional access for disabled by lift from centre.

Ericsson Factory

Presents a 'clean sharp if uninteresting image. Un-utilised frontage to canal would benefit from further treatment to soften hard landscape and provide visual interest.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

University College Hospital

Hospital chimney forms a landmark. Trees in hospital grounds an important element in the urban environment.

Elm Village

Presence of large housing estate is hardly noticeable, separated from the canal by a level change and high retaining wall. Does not help the 'isolated' feel of this length.

GENERAL NATURE OF VIEWS

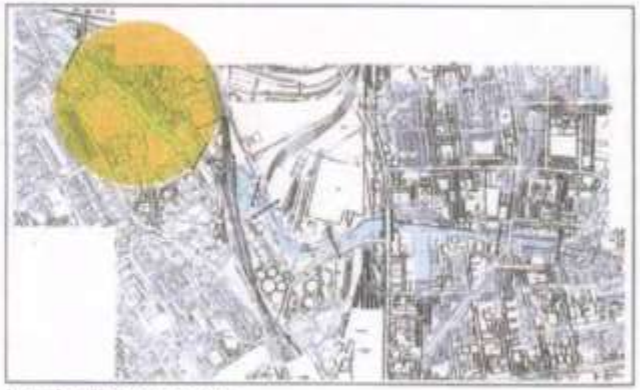
Generally enclosed, limited views out of canal corridor. University hospital chimney, nearby feature to the south.

STRATEGIC VIEWS

Glimpsed views of Post Office Tower in distance.

Offside offices/industry, Gray's Inn Bridge and Elm Village.

Jubilee Waterside Centre



Location Map : Zone One

LOCAL AUTHORITY

London Borough of Camden

CONSERVATION AREA

Regents Canal Conservation Area

GENERAL IMPRESSIONS

Enclosed zone defined by bridges. Well vegetated with trees and scrub softening the bridge structures. The vegetation on the near and offside is somewhat overgrown and in need of management. Entrance steps from Camley Street are hardly noticeable with vegetation hiding the views of the canal from the road. Light painted undercroft to railway creates a non-threatening environment.

ADJACENT LAND USE

Roads, railway, King's Cross railway lands.

KEY ELEMENTS IN CANAL CORRIDOR

Oblique Bridge

Was built for the former Midlands Goods Yard. In need of a coat of paint.

St Pancras Railway Bridge

Regular noise of trains thundering overhead; the structure itself is a point of identity along the stretch.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

St Pancras Basin

St Pancras Cruising Club, a private boat marina, lying next to the railway line; the boats provide some colour and interest.

St Pancras Hospital

Hospital grounds are found on the offside, with limited views of the buildings.

GENERAL NATURE OF VIEWS

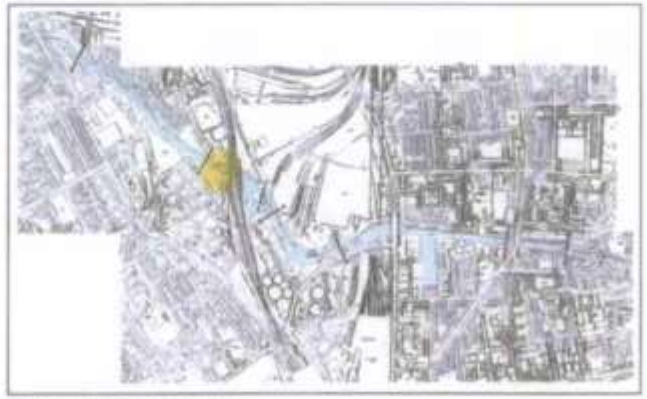
No views out of canal corridor. Near views along canal framed by bridges. Short view of scrub to the west, longer view to east to scrub and derelict buildings with gently curving bend of canal.

STRATEGIC VIEWS

None.

Stepped access to the canal from Oblique Bridge

Undercroft to the two bridges



Location Map : Zone Two

LOCAL AUTHORITY

London Borough of Camden.

CONSERVATION AREA

Regents Canal Conservation Area.

GENERAL IMPRESSIONS

Quite colourful moorings in St Pancras Basin Marina, but slightly run-down, dilapidated feel. The present construction work of the dry dock further detracts from the basin. The towing path is bounded by a high retaining wall. Railway line and overhead wires running alongside marina presents a visually detracting element.

ADJACENT LAND USE

Railway, King's Cross railway land to the north and St Pancras Lock to the east.

KEY ELEMENTS IN CANAL CORRIDOR

Weeping Willows

Several willows form an important green focal point, giving definition to the space, shelter and seclusion to the basin, and delineation to the basins and lockside.

Canal Boats

The boats in the basin add a splash of colour to what would otherwise be a visually uninteresting area.

Horse Ramp

Provided an escape exit from the canal if a horse fell in while towing a boat. Should be conserved as an historic feature.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

Gas Holders

Strong architectural elements providing historic and visual interest, orientation and identity.

Railway Line

Intermittent noise of trains, overhead wires a detracting element. Basin/railway retaining wall in need of repointing with a dilapidated fence along its top next to the railway line.

Trees

Mature trees in University College Hospital grounds form an important feature on the south side.

GENERAL NATURE OF VIEWS

Poor view to west across railway track with overhead wires uplifted by mature trees in University College Hospital grounds behind. Good view to east of the lock.

STRATEGIC VIEWS

Across the basin to listed Gas Holders.

St Pancras Cruising Club and Basin.

St Pancras Basin and railway line.

Location Map : Zone Three

LOCAL AUTHORITY

London Borough of Camden.

CONSERVATION AREA

Regents Canal Conservation Area

GENERAL IMPRESSIONS

Generally well cared for area with a sense of identity and character. Dilapidated lock cottage surrounded by a pretty garden on offside The sound of the weir adds to the tranquillity along with some open areas of grass and trees alongside the lock on the nearside.

ADJACENT LAND USE

King's Cross Railway Lands, St Pancras Basin and Camley Street Natural Park.

KEY ELEMENTS IN CANAL CORRIDOR

Locks

Visually important and a focal point in the area. Security gate structure safeguarding access across the locks to the basin creates a negative, rather run-down impression

Lock Keepers Cottage

Grade II listed. Disused and seriously run-down but quite attractive.

Garden and Trees

A green positive feature, presenting a more open feel to the canal corridor and an air of tranquillity Mature willows are a key element in the overall scene providing seclusion and differentiation from the basin

Towing Path Bridge

Indicates location of entrance to former coal and stone handling basin. Brick abutments are capped with stone copings.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

Gas Holders

Strong structures creating a sense of identity and a record of the industrial past.

St Pancras Clock Tower

Fine architectural landmark.

Post Office Tower

Not prominent but a distant feature.

King's Cross Railway Lands: Former Great Northern Railway Goods Shed

The gable wall of this building forms an impressive back drop to St Pancras Lock and frames views within this length.

Camley Street Natural Park

Provides a tranquil vegetated boundary to the offside of the canal and attractive foreground to the Gas Holders.

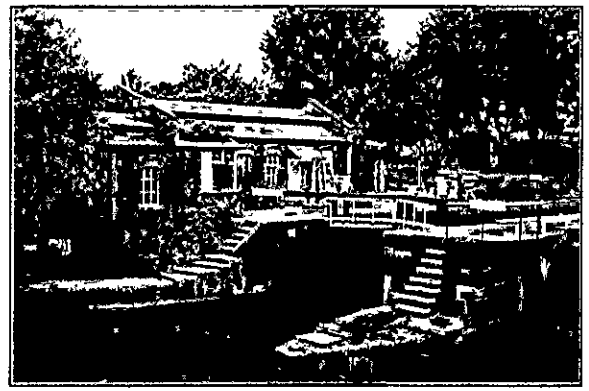
GENERAL NATURE OF VIEWS

Fine views east flanked by Camley Street Natural Park and the former Great Northern Railway coal and fish offices (see Zone 5). Poorer views to the west dominated by the railway line.

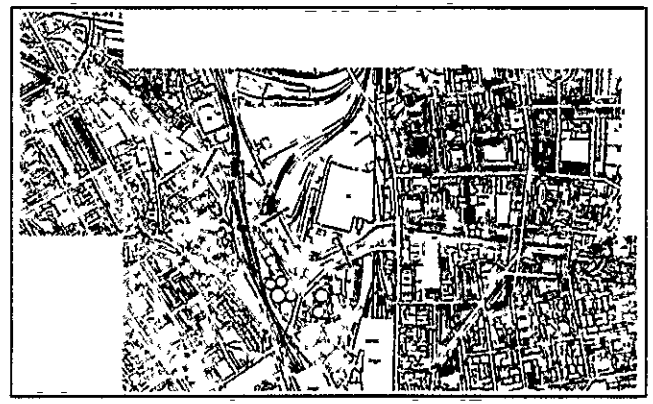
STRATEGIC VIEWS

Unique views to historic landmarks of this part of London' St Pancras Station Clock Tower and the Gas Holders. The Post Office Tower is seen in the distance

Sitting areas adjacent to St Pancras Lock



St Pancras Lock Keeper's Cottage & Lock



Location Map : Zone Four

LOCAL AUTHORITY

London Borough of Camden.

CONSERVATION AREA

Regents Canal Conservation Area.

GENERAL IMPRESSIONS

Tranquil, pleasant area with the relaxing sound of water passing over St Pancras Lock weir and the abundance of greenery on the offside with Camley Street Natural Park. Aware of proximity of the city, juxtaposed with the slower pace of the canal environment.

ADJACENT LAND USE

King's Cross Railway Lands (derelict warehouses) including the former Great Northern Railway coal and fish offices and Camley Street Natural Park.

KEY ELEMENTS IN CANAL CORRIDOR

Moorings

The residential moorings along Camley Street Natural Park provide visual interest and security for the park; looking rather dilapidated, due to bank erosion

Stop Locks

Installed during World War II to minimise water loss into the railway tunnels in the event of bomb damage. Should be conserved as an historic feature.

Horse Ramp

Provided an escape exit from the canal if a horse fell in while towing a boat. Should be retained as an historic feature.

Wharf Road Retaining Wall

This retaining wall to the back of the towing path contains many clues to the former use of the King's Cross Site. Brick arches and windows mark the location of former stables. A large brick arch indicates the position of the former entrance to the Granary Basin.

Former Great Northern Railway Coal and Fish Offices

This imposing building borders the towing path curving with it, framing the views at this section.

Camley Street Natural Park

Provides a tranquil vegetated boundary to the offside of the canal and attractive foreground to the Gas Holders.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

King's Cross Railway Lands: Former Great Northern Railway Goods Yard and Granary

These form the retaining wall at the back of the towing path and are hardly noticeable except for the chimneys and gable ends.

Goods Way Bridge

This inter-war heavy concrete bridge provides a poor visual contribution to the canal corridor.

Gas Holders

Strong form creating a sense of identity and a record of the industrial heritage.

St Pancras Locks

This approach to the locks is very tranquil and quiet

GENERAL NATURE OF VIEWS

The views are dominated by Camley Street Natural Park to the offside and the tall retaining wall and the former coal and fish offices on the near side.

STRATEGIC VIEWS

The sheer size of the Gas Holders can really be appreciated from here as they rise above the back of Camley Street Natural Park. The locks provide an attractive view at the end of this stretch.

Camley Street Natural Park & Gas Holders

Former GNR Coal & Fish Officers

Location Map : Zone Five

LOCAL AUTHORITY

London Borough of Camden

CONSERVATION AREA

Regents Canal Conservation Area

GENERAL IMPRESSIONS

Short straight section of canal, rather run down with a slightly more open feel than the majority of this stretch. The towing path is bounded by overgrown vegetation and a tall retaining wall which has been lowered in parts, but as yet not replaced with new railings. Goods Way Moorings on the offside are looking a little in need of some attention. The garage siting above the moorings provides an unsightly and intrusive visual clutter of signs, conflicting with the character of the canal corridor. Goods Way Bridge blends into the background of the retaining walls with its uninspired concrete form in contrast to the newly rebuilt Maiden Lane Bridge whose structure is much more in character with the canal's heritage.

ADJACENT LAND USE

Goods Way Moorings, Petrol Filling Station, King's Cross Railway Lands.

KEY ELEMENTS IN CANAL CORRIDOR

Goods Way Moorings

Dilapidated wooden fence with barbed wire creates hostile appearance. Presence of boats is a positive feature but the site is not particularly well managed (overgrown vegetation).

Electricity Pumping Station

Brick Pumping Station with platform at road level overlooking canal. Viewing platform itself is not very inspiring and the gated access seems to be permanently locked.

Petrol Filling Station

Unsightly intrusive element out of character with the canal environment.

Goods Way Bridge

A very sterile and uninspired inter-war heavy concrete bridge.

Maiden Lane Bridge

It provides an attractive elevation since the completion of its rebuild in 1998.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

King's Cross Railway Lands: Former Great Northern Railway Goods Yard and Granary

These form the retaining wall at the back of the towing path and are hardly noticeable except for the chimneys and gable ends.

St Pancras Station and Clock Tower

These historic landmarks are clearly seen close at hand to the south west.

GENERAL NATURE OF VIEWS

Enclosed views to the north, east and west by the two bridges and the King's Cross Railway Lands. The boats make an attractive foreground to the south, but are detracted from by the untidy moorings themselves and the petrol filling station.

STRATEGIC VIEWS

Positive views to the historic landmarks of St Pancras Station and Clock Tower, and the Gas Holders. The Post Office Tower is seen in the distance.

Former GNR Goods Yard & Granary

Goods Way Moorings

Location Map : Zone Six

LOCAL AUTHORITY

London Borough of Islington.

CONSERVATION AREA

Regents Canal West Conservation Area.

GENERAL IMPRESSIONS

Short straight imposing section of canal. Tall 3-5 storey office/residential buildings front the offside of the canal including Battlebridge Basin. The vast majority are all converted old warehouses. The towing path is bounded by a retaining wall with mostly 3 and 4 storey residential development sitting right behind the wall. There is a break in the wall where Tiber Gardens Pocket Park fronts the towing path looking down Battlebridge Basin. The basin is very imposing with its array of converted warehouses and assortment of boats. The only detracting point of the basin is the new red brick development on its right hand corner entrance.

ADJACENT LAND USE

Residential, office, industrial, public house, moorings and pocket park.

KEY ELEMENTS IN CANAL CORRIDOR

Battlebridge Basin

Imposing, attractive basin with a fine collection of converted warehouses including the London Canal Museum. Unfortunately the new red brick development on the right hand corner entrance is not in keeping with the character of the basin.

Stop Locks

Installed during World War II to minimise water loss into the railway tunnels in the event of bomb damage. Should be conserved as an historic feature.

Horse Ramp

Provided an escape exit from the canal if a horse fell in while towing a boat. Should be conserved as an historic feature.

Tiber Gardens Pocket Park

An attractive pocket park in an ideal location opposite the basin but feels very cut off from the canal.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

Maiden Lane Bridge

An attractive bridge rebuilt in 1998. It is a Grade II Listed structure.

Thornhill Bridge

A rather uninspiring concrete bridge in need of a coat of paint.

Copenhagen Neighbourhood Area

This stretch is in the heart of a residential area but most of the converted warehouses on the offside are used as offices.

GENERAL NATURE OF VIEWS

Generally enclosed, limited views out of the canal corridor.

STRATEGIC VIEWS

Some very attractive and historic warehouses on the offside provide the major interest, including the London Canal Museum.

Tiber Gardens Pocket Park

Battlebridge Basin & London Canal Museum

Location Map : Zone Seven

LOCAL AUTHORITY

London Borough of Islington.

CONSERVATION AREA

Regents Canal West Conservation Area.

GENERAL IMPRESSIONS

In stark contrast to all the other zones, this stretch is predominately green to both sides. It is a tranquil haven in the midst of the surrounding inner city development, even if a little under managed. Thornhill Bridge Pocket Park carries the green corridor across Thornhill Bridge. Islington Tunnel Portal and Fife Terrace moorings add the points of interest along this stretch.

ADJACENT LAND USE

Residential, moorings and pocket park.

KEY ELEMENTS IN CANAL CORRIDOR

Tree Coverage

Very pleasant and tranquil surroundings, only spoilt by its overgrown nature in places, leading to possible problems with safety.

Thornhill Bridge Pocket Park

Another green enclave on this stretch of canal but does not look very inviting from the canal.

Fife Terrace Moorings

Add some interest and colour to an area otherwise devoid of many points of visual interest.

Islington Tunnel Portal

This Grade II Listed structure is the focal point of this zone, framed either side by trees.

Thornhill Bridge

A rather uninspiring concrete bridge in need of a coat of paint.

Horse Ramp

Provided an escape exit from the canal if a horse fell in while towing a boat. Should be conserved as an historic feature.

KEY ELEMENTS IN SURROUNDING LANDSCAPE

Copenhagen Neighbourhood Area

Both sides of the canal behind the trees are residential areas, including Fife Terrace on the offside, a relic of the original terraced canal housing.

GENERAL NATURE OF VIEWS

Generally enclosed, limited views out of canal corridor.

STRATEGIC VIEWS

Islington Tunnel Portal is the main point of interest.

Offices & Thornhill Bridge

Islington Tunnel & Fife Terrace Moorings

Location Map : Zone Eight

This stretch of the Regent's Canal in the King's Cross area provides a crucial green corridor through such a built-up/industrial area, linking together larger green areas such as Regent's Park and Mile End Park. The 'green' landscape and wildlife are important parts of the canals attraction for visitors as well as contributing to the ecological diversity of King's Cross.

Strengthening the ecological value of the canal can only enhance its value as a green corridor as well as providing visitors with a more attractive and interesting place to visit.

The London Ecology Unit (LEU) undertook an ecological survey of the Regent's Canal in Camden in the autumn of 1998. Groundwork Camden commissioned the survey with funding from London's Waterway Partnership The survey report identified the existing flora and fauna, going on to make specific management and enhancement proposals to improve the ecological value of the Regent's Canal in Camden The findings relating to the King's Cross section of the Regent's Canal are summarised as follows:

PHYSICAL FEATURES

Designated Wildlife Sites

The Regent's Canal, along with the other canals in Greater London, is designated by the LEU as a Wildlife Site of Metropolitan Importance for its varied wildlife interest, including open water and bankside flora and fauna, and associated habitats such as grassland, woodland and scrub.

Topography and Hydrology

The Regent's Canal is connected to the Paddington Arm of the Grand Union Canal, and thence to the main Grand Union Canal at Bull's Bridge. There are no locks between Bull's Bridge Hampstead Road Lock, a distance of some 35km There is then a drop of around 26m to the Thames at Limehouse.

Nowadays, the Regent's Canal draws its water from the Grand Union Canal. The nearest source upstream of Bull's Bridge is Frays River, a chalk stream of good water quality. At least part of the water in Camden's part of the canal must come from this source Some 250 tonnes of water passes each time a lock is used, resulting in a slow flow, which is particularly noticeable where the canal narrows under the older bridges About 1500 lock-fulls per year are used at Hampstead Road Lock (Grahame Newman, BW, pers. comm). There is often a substantial discharge over the weirs at the locks, so the flow is probably much more than this.

Canals in England and Wales have a GQA (General Quality Assessment) grade, based on dissolved oxygen, BOD (biochemical oxygen demand) and ammonia concentration. The Grand Union/Regent's Canal from Bull's Bridge to Kentish Town Road Lock was graded GQA E in 1997. ('Poor': 5th on 6-point scale). From Kentish Town Road Lock to Limehouse it was graded GQA C in 1997. ('Fair': 3rd on the scale).

FLORA AND FAUNA

Zones

In the following section, the canal and its margins (referred to as the "canal corridor") will be considered as four sections, defined thus.

Canal· the water body itself, and the vertical parts of the banks

Towpath from top of the towpath bank to the outer edge of the path itself

Towpath verge from the outer edge of the towpath to the boundary of the canal corridor on the towpath side (including that boundary)

Offside Bank: from the top of the canal bank to the boundary of the canal corridor on the side opposite to the towpath

Zone 1: Canal

Aquatic Plants. Submerged aquatic higher plants (macrophytes) appear to be absent from the Camden section

The vertical parts of the canal banks themselves may be of brick, stone, concrete or sheet-metal piling The latter is the most common type, and the most inhospitable for wildlife. A few species of plants can gain a foothold in cracks between stones of the bank, but those few add colour and interest, and are characteristic of the canal in Camden They are listed on the following page. Seedlings of sycamore and buddleia also survive here, but they are not, of course, exclusive to such wet areas

Species: Great water dock Rumex hydrolapathum

Appearance: Lance shaped leaves, up to 80cm long

Abundance on canal bank Camden: rare

Species: Gypsywort Lycopus europaeus

Appearance: Jagged leaves; clusters of mainly white flowers

Abundance on canal bank Camden: common (also on towpath verge in places)

Species London bur-marigold Bidens connata

Appearance Dull yellow composite flower-head

Abundance on canal bank Camden frequent

Species Marsh woundwort Stachys palustris

Appearance Spike of mauve flowers

Abundance on canal bank Camden rare

Species Skullcap Scutellaria galericulata

Appearance Blue flowers

Abundance on canal bank Camden frequent

Another Regent's Canal speciality, garden angelica, *Angelica archangelica* was not recorded during the survey undertaken by the LEU.

Fish In the Regents Canal roach and bream dominate the fish population both in terms of overall biomass and numbers. Other species present include crucian and common carp, chub, dace (indicating a riverine influence), eel, gudgeon, perch, pike, rudd and stickleback. The combination of fish numbers and biomass contribute towards making this fishery an attractive angling recreational facility.

Invertebrates The most numerous group, at least in spring, summer and early autumn, is the Cladocera (water fleas and cyclops species). Cladocerans are free-swimming and graze on free-floating algae in suspension. They are also a major prey item for several species of fish in their fry stage Two other crustaceans are also present: water hoglouse (Asellus sp.) and freshwater shrimp (Gammarus sp) The most constant group of invertebrates are snails with viviparous snail (Viviparus viviparus), with its robust shell 2 to 3cm high, the most conspicuous. They can maintain a hold on hard surfaces and graze the algae that covers them, as well as detritus. However, groups with aerial adults, such as mayflies, damselflies and dragonflies were not found at all, in the brief survey of the Camden section done by the LEU. Only a few other species were encountered, in very low numbers, in a shallow 'bay' of the canal at the south end of Camley Street Natural Park.

The absence of aquatic plants could help to explain the impoverished fauna. Plants provide food, both directly (for grazing snails), and indirectly (by providing a substrate for colonising algae, and by acting as a source for detritus). Perhaps even more importantly, they offer structural diversity. physical niches for invertebrate predators to lurk in and prey to hide among, allow them to occupy different stations in the water column A further possible problem is the shortage of suitable canalside terrestrial habitat for insects such as damselflies.

Even so, this does not fully explain the shortage of invertebrates. Anecdotal data from Hackney points to the presence of a species of mayfly larva in the recent past. Gilbert (1985) reports the snail *Lymnaea peregra* (a very widespread species) in the Camden and Islington sections, and its shells are abundant in the substrate in Hackney, but was not found in this survey.

Problems: It may be worth summarising possible culprits for the shortage of invertebrates and plants

Water pollution

The canal takes its water from Frays River in the Colne Valley – a good quality source. There are, nowadays, few industrial discharges in the 35km from Bulls Bridge. Inputs of rubbish have little effect on water chemistry, although some items (e.g. uneaten fishing bait) will deplete dissolved oxygen. The concentration of dissolved oxygen is often a critical determinant of aquatic fauna in more natural watercourses. But concentrations are unlikely to be seriously low here, since the passage of water over weirs and through locks probably helps to raise it above that of many sluggish lowland rivers.

Poor water quality, in any case, could not account for the absence of submerged plants. Invertebrates differ in their response to various types of contamination, but Camley Street Natural Park's pond uses canal water and has a good biota. So this cannot explain the impoverished invertebrate fauna.

Effects of powered boats

This is a major factor affecting aquatic plant growth in navigable water channels There are four main reasons why boats affect aquatic vegetation: direct physical damage by propellers and hulls; damage and uprooting caused by boat-generated waves and currents; shading of plants by stirred-up silt, and soft, unstable sediments providing inhospitable habitat for colonisation (Murphy et al 1995). Any fauna associated with aquatic plants would be affected by degradation of their habitat.

Effects of waterbirds and fish

Several species of waterbird eat aquatic plants, eg. mallard, mute swan, moorhen and Canada goose. Several species of fish also eat aquatic plants, and may directly and indirectly increase turbidity (although in a heavily trafficked canal, the amount they do this is likely to be insignificant when compared with the effects of boats).

"Historic" pollution

It is conceivable that contaminants dating from the industrial days of the canal remain in the substrate. If so, and if disturbance re-suspends it, some contaminants may go into solution. However, the case of the Camley Street pond casts doubt on this. Moreover, fish, most of which are particularly sensitive at least to heavy metals, survive.

Zone 2: Towpath

In some sections, this an unrelieved stretch of concrete More often, it is a strip of turf, dominated by perennial rye grass, sandwiched between the stone edges of the canal and the concrete surface of the towpath proper. The canal edge if often colonised by lichens, including the grey-green *Lecanora muralis* The few species on the turf strip have to cope with trampling and dog excrement Annual meadow-grass is abundant, as is shepherd's purse and dandelion. Greater plantain is less common, and swinecress occasional. Ruts from bicycle tyres add to the disturbance, but may be a minor asset by providing germination sites for colonising ruderal plants.

In the early 1980's, the towpath was used by the then CEGB (now National Grid) as a route for high voltage electricity cables. Occasional concrete plaques embedded in the towpath inform users of this.

The green strip is not without value. It is better than plain concrete, and (for example) annual meadow-grass and shepherd's purse are found flowering in winter when little else is However, the scope for management is so limited that no suggestions are offered. Efforts are better directed elsewhere.

Zone 3: Towpath verge

For most of the Camden stretch, the canal corridor is bounded by brick walls, often ivy-clad. For about 100 metres of the Section between Gray's Inn Bridge and Oblique Bridge, the old wall of the canal corridor supports an impressive growth of ivy, up to 6m in height.

Between the wall, where present, and the concrete of the towpath, there is usually some form of vegetated strip, which may be lined with trees, or, more often, colonised by various ruderal herbs and scrub species. Buddleia, sycamore and bramble are widespread. So, too, are Guernsey fleabane, nettle, black horehound, common mallow, greater plantain, mugwort, dandelion and broad dock. More occasional, but still frequent, are lesser burdock and annual mercury. Other common species turn up in just one or a few sections of the canal in Camden. Bittersweet, white dead-nettle, black nightshade, smooth sow-thistle, false oat-grass, fat-hen, bristly ox-tongue, perennial wall-rocket, common chickweed, white clover and creeping thistle. Scrub and tree species that are sometimes present are elder, hawthorn and ash. In some sections, a variety of cultivated shrubs have been planted: snowberry, mahonias, hebes and cotoneasters.

Elsewhere, the towpath verge is more extensive Between College Street Bridge and Gray's Inn Bridge, an extensive south-facing sloping bank mimics a woodland edge – a suitable habitat for several butterfly species, including those larvae feed on sunlit patches of nettles; peacock, small tortoiseshell, comma and red admiral.

Just west of Somers Bridge, a tiny example of another habitat is found. Water, perpetually leaking from the boundary wall of the canal corridor, has created a wet flush that supports celery-leaved buttercup, toad rush and a colony of the liverwort *Lunularia cruciata.*

The diversity of the towpath verge vegetation is restricted, in part, by the limited range of local species from which seed and other propagules can be dispersed In addition to that, though, the vegetation is influenced both by local environmental conditions, and by the plant community itself Thus, on the towpath verge, the predominant species tend to be those which, through their habit of growth, can successfully compete with other species for light, water and soil nutrients, and which can tolerate the harsh environmental conditions.

Zone 4: Offside Bank

From Oval Bridges until close to the Oblique Bridge (Camley Street), wildlife habitats are very limited. The "wallscapes" are generally shaded and the surfaces hard Between the Ericsson building and the canal is a long and broad verge of gravel, but with little growing there apart from a few planted trees.

Near Oblique Bridge, a small area of sycamore and crack willow lies alongside the canal. A kingfisher bank was set up some 15 years ago between Oblique Bridge and the railway bridge nearby. Southeast of this, the most valuable part of the opposite bank is of course Camley Street Natural Park – which will not be considered here. Immediately to its south is a recently created wildlife area, now owned by London and Continental, and originally constructed as an attempt to mitigate for the expected demise of Camley Street Natural Park. This area, opposite the old coal and fish offices on Wharf Road, is a valuable addition and complements Camley Street itself. A line of alders and birches fringe the canal here. Behind this is a pond with clean water, a mass of spiked water milfoil, a fairly abundant freshwater fauna and areas of reed. A wildflower grassland and numerous shrubs have been established.

Birds

Scrubby habitat, on either side of the canal supports small birds including blue tit, blackbird, robin and wren. Pied and, occasionally, grey wagtails are seen on water-edge situations Coot, moorhen, mallard and Canada goose use the water itself and the terrestrial habitats to varying degrees. Herons are sometime seen on the edge of the canal, and a mute swan seems to have taken up more or less permanent residence alongside Camley Street Natural Park. Black-headed gulls are the most vocal of the canal birds. In the summer common terns are sometimes seen patrolling above the canal and house martins hunt for insects. Kingfishers are occasionally reported flying past Camley Street Natural Park.

MANAGEMENT OBJECTIVES

The purpose of the LEU report is to suggest ways of enhancing the wildlife value of the canal in Camden. However, this aim, as identified by the LEU, interacts with various human factors. Therefore the following objectives are suggested.

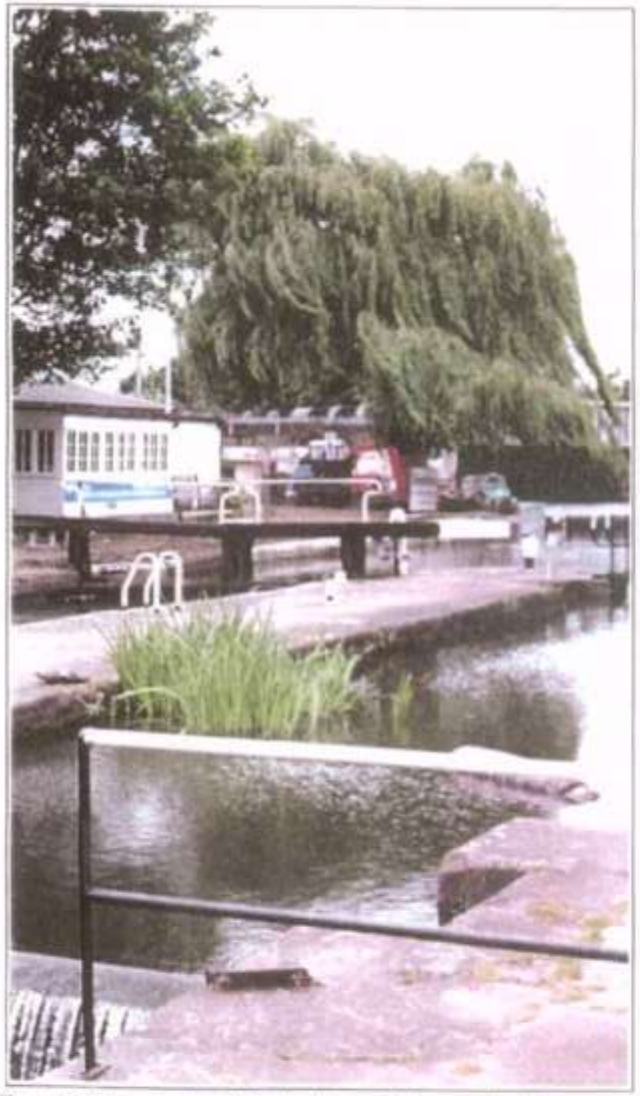
- To enhance the aquatic vegetation and structural diversity in selected locations in the canal.
- To enhance the diversity of terrestrial vegetation in selected parts of the land adjacent to the canal
- To improve the safety and perceived safety of the towpath with the aid of suitable planting
- To enhance the educational value of the canal for all ages through interpretative material
- To improve the appearance of certain sections of the canal
- To aim for equal opportunities regarding access.
- To set up funded maintenance structures
- To monitor the effectiveness of the actions undertaken to implement the objectives above.

MANAGEMENT CONSTRAINTS

- Boat traffic, channel maintenance and moorings on the canal. These cause disturbance and will restrict the areas in which Objective 1 may be implemented.
- Limited space adjacent to the canal, hard surfaces on the towpath, and the need to maintain unimpeded access on it may limit the options for planting.
- Some places, especially on the non-towpath bank and near bridges, are very shaded.
- The difficulty of access to some areas for management operations.
- Vandalism (of interpretation boards) and theft (of plants)
- Maintenance costs will – and should – limit the amount of work that can be carried out initially.
- Some species may have the potential to damage the fabric of the canal, or may be a maintenance liability in the future, so should not be planted.

MANAGEMENT OPPORTUNITIES

- Numerous structures (walls, fences, etc.) and relatively undisturbed verges offer opportunities to establish vegetation. The inaccessibility of the non-towpath side is an asset as well as a problem
- The disused half of three of the four locks could support aquatic vegetation
- Permanent structures could be installed on several parts of the canal edge (including metal piling) without impeding navigation, and plants could be established in them.
- Recreational use of the canal by weekend walkers is high. A proportion of these users would probably welcome interpretation.
- One school (Primrose Hill Primary) lies adjacent to the canal, and others are not far away. So there may be opportunities for environmental education, and perhaps simple practical tasks which children could carry out
- Several businesses have made an attempt to enhance the vegetation along their sections of the canal. This suggests a positive attitude, and opportunities to work with Groundwork Camden in future.



The establishment of reeds in the disused lock opposite St Pancras Cruising Club.

MANAGEMENT PRINCIPLES

Maintenance

- Maintenance contracts for suitable periods should be accepted and costs included as part of the budget for projects.

Nature conservation

- Effort should be expended on enhancement projects that are likely to yield nature conservation benefits, rather than spread resources too thinly.
- In the context of the canal in Camden – a created habitat, with a cosmopolitan flora – no view is held about the inherent desirability of native species of plant over non-natives. Instead, candidates for planting should be judged by what they do. So, for example, species which diversify the vegetation structure, provide berries, nectar, nest-sites, over-wintering sites for invertebrates or whose leaves are food for insects will be valued, whatever their origin – provided they are capable of thriving without dominating (though very often, it turns out that native species do these things best). Visual appearance is also regarded as important here.
- The terrestrial vegetation does not have a distinctive local character, and that adds to the freedom of choice for planting. The view is taken here, though, that the marginal plants do have (or are beginning to acquire) a local character. Establishment of plants here should not damage it.
- Too much tidiness should be avoided. One of the most attractive things about the canal is that it is rich in "micro features", moss-topped walls, lichen-spotted concrete, buddleia growing from crevices in old brickwork, autumn leaves floating on water, even the tatty remnants of fleabanes in winter – all are welcome contrasts to the highly artificial lives that many people have to live.

Amenity

- The canal corridor has multiple uses for people: angling, cycling, walking for recreation, or as a route for travel – and, of course, boating. Some of these conflict with nature conservation, and with one another. The management proposals here are intended to incorporate compromise from the outset. They are not intended to be unrealistic aspirations from which retreat is expected. (In the longer term, the apparent conflict may in fact be an asset, since amenity attracts resources which can benefit nature conservation. A possible analogy is with ancient woodlands, in which sustainable use is one of the best guarantees of survival.)
- In particular, increasing the amount of vegetation in the canal corridor will increase the amount of litter trapped. The view taken here is that this is a price worth paying, but that the effect of litter can be mitigated by writing contracts that require litter removal in parts of the corridor that may be hard to access.
- As a second example, improved access will probably increase disturbance to wildlife (though it may deter malicious disturbance). That, too, is a price worth paying for greater "ownership" by local people of their local canal.
- On the other hand, if opportunities are found which go some way towards designing out illegal activities, they should be taken. So enhancements such as planting "prickly shrubs" may be more desirable as a social service than for wildlife.
- Management Objective 6 aims for equality of opportunity of access. Fear of crime may create the most serious type of de *facto* inequality. It is a matter of respect for, and accountability to people that management should respond to how people feel, as well as what is considered objective reality.

COMMITMENT TO MONITORING AND MAINTENANCE

For reasons noted under Management Constraints, many of the recommendations will probably not be self-sustaining The fate of some of the aquatic planting carried out about fifteen years ago illustrates this It is recommended that the monitoring and maintenance should have priority in deciding which projects to implement, in the sense that (a) contractors should be sought who are able to take on this commitment, (b) the number of projects should be limited by what funds allow for monitoring and maintenance

CANAL

Enhancing Vegetation on Canal Bank

The bank is often built of concrete blocks, but a high proportion is of sheet steel piling. This has a particularly uninviting appearance, and is devoid of vegetation. Two types of operation are suggested to render it more attractive to canalside plants.

- Suspend coir rolls planted with emergent aquatic species (e.g, Bestman fibre rolls, MMG Civil Engineering Systems) in the water from the bank. A prime location for this method would be the Granary Street corner where there is an existing steel batten, which would make installation particularly easy. The rolls come with a selection of marginal plants, and the coir would soon accumulate silt and organic matter. Colonisation by the characteristic wetland plants of the canal would, hopefully, augment the pre-planted species. The coir would add a little structural diversity within the water column, with benefits for invertebrates. Coir is biodegradable, but its life would be prolonged by a mesh of roots, and might well survive ten years. To make sure the vegetation is not lost, the coir rolls should rest on rock rolls or other forms of stable support, which themselves rest on the canal bed. This provides a root base for the vegetation as the coir rolls break up.
- When the canal-wall needs repair, British Waterways should be encouraged to use construction methods which promote colonisation by plants This should be possible without reducing the stability of the bank and without encroaching on the channel For example:
  - Brick or stone, not sheet steel piling should be used
  - Small gaps should be left between bricks or masonry
  - On the non-towpath side, the profile near the waterline should be angled, as far from the vertical as space allows. Perforated, cast concrete bricks should be used for the angled part.

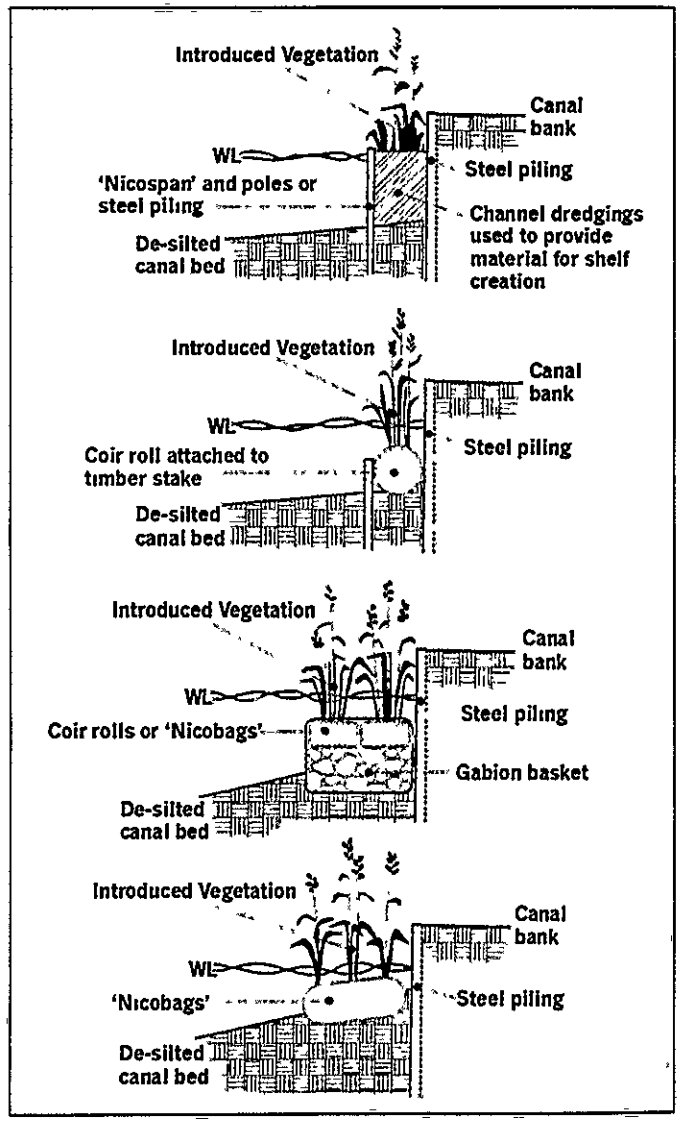
Enhancing Vegetation within Canal

By doing this, the invertebrate and fish fauna should also be enhanced. Two kinds of operation are suggested:

- Place aquatic species in the unused halves of locks (St Pancras). This seems to have been tried already at St Pancras Lock and (in London Borough Islington) at City Road Lock. It could be done, very simply and cheaply, by releasing clumps of deeper-water species, tied to bricks or weighted hessian bags. The "unused" halves of locks still have a function as flow-regulators, so clumps should be released away from the weir edges. In the unlikely event of their growing excessively, it would be very easy to take out the surplus More ambitiously, the depth of the locks along their central islands could be reduced to allow emergent aquatic species to be established.
- There are several places where the canal has an "indentation", or where it has a wide corner. Floating booms of telegraph poles chained together and anchored could cordon off these places. (This has been tried before in three places but needs replacing or augmenting.) Alternatively, capped lengths of 200mm PVC pipe can be used The poles or pipes serve to reduce disturbance from the wash of boats, and tend to deflect floating rubbish away from the corners The suggested locations are - a) The corner at the south end of Camley Street Natural Park, where the booms still survive, b) the corner below the BP garage near the junction of Goods Way with York Way, c) another possible site is just to the north of Somers Bridge. However, this appears to be regularly used by British Waterways for mooring barges.

  Planted coir rolls, as described above, should be placed along the edges of these areas where the water is shallow enough, and should be held in place by stakes. In at least one of these areas, submerged aquatics should be released in the water between the boom and the bank. Waterfowl are most abundant at the Camley Street and York Way sites and will probably damage the vegetation before it has the chance to establish properly, unless it is protected further

  It is suggested that some form of fencing be erected in the water a metre or less from outside of the rolls. Galvanised mesh panels could be used, but a more sustainable and more attractive material is recommended: hazel hurdles supported by stakes driven into the canal bed. Eventually, the hurdles will rot, but if the vegetation flourishes, it might be decided to remove them before then. Just before Oblique Bridge, a row of old wooden posts in the canal could be used to hold one or two coir rolls in place without the need for a boom.



Enhancing vegetation on the canal bank.

- Nesting rafts for water birds, such as coot, moorhen and mallard Robust rafts, which can be vegetated have been designed (e.g. Brownbridge, 1997) but they are probably too big for the sites available in Camden Instead, it is suggested that a simpler design be tried experimentally. partly fill a hessian sack with polystyrene chips, seal the sack and moor it securely. The sack will keep its shape better if a rough wooden rectangular frame is first constructed and placed in the sack before filling with polystyrene. This is more likely to attract coot and perhaps moorhen, rather than mallard which prefer vegetated platforms. It is suggested that one of these rafts be placed below the BP petrol station.

OUTER VERGE

The main measures suggested are

Fencing Off and Planting Up Corners by Bridges

- At most bridges, the verge between the towpath and canal wall widens, resulting in unlit corners, hidden from view to pedestrians walking under the bridge. The main aim is to reduce the fear of crime, and so to encourage people from a wider section of the community to feel at ease along the canal Benefits to nature conservation and visual appearance are secondary aims, here Work on one such corner is already being implemented by Groundwork, such an approach might be appropriate at other locations. Each site should be considered in its context and any solution carefully designed to integrate with the bridge structure and towpath environment without compromising either. In some locations a more open approach with ground cover planting may be more appropriate

Enhancing Vegetation

This may take the form of:

- Thickening up thin scrub on the towpath verge with in-fill planting
- Planting climbers against walls. Ivy (Hedera) species, and Virginia creeper and Boston ivy (*Parthenocissus quinquefolia and P. tricuspidata*) are self-clinging. The other climbers suggested here would need some form of support (made of wire rather than wood, as it is less vulnerable). The self-clinging species may also need help when the wall is smooth, as at The Constitution Pub.
- Establishing wildflower "meadows". The towpath verge may be wide enough to try planting plugs. (Seedmixes are not appropriate here, as it would be necessary to clear and prepare the ground).
- "Summer meadows" alongside the towpath should be managed as follows: (a) leave a 1-metre strip unplanted: it would get trampled (b) mow every three weeks from early April to early June. (c) Remove cuttings The aim is to favour flowers at the expense of coarse grasses The mowing regime hits these grasses when they are growing most vigorously Removing cuttings keeps the fertility low and encourages the establishment of wildflower species. As a bare minimum, mow once a year, in mid-September, after flowers have set their seed
- "Spring meadows" cut every three weeks from mid-June to mid-September; remove cuttings.
- The metre strip alongside the towpath should be regularly mown (a) to avoid giving the impression that the longer vegetation of the wildflower area is due to neglect, (b) to help to confine trampling to the strip.

Establishing Wetland Species

- One such place is along a damp verge immediately below Gray's Inn Bridge; the second is in a long, wet gutter at the foot of a wall south of St Pancras Railway Bridge

OFFSIDE BANK

Some of the suggested measures are similar to those on the towpath side They are :

Under-Planting Areas of Trees and Shrubs near Bridges

- Often such places are in corners by bridges where the shade is heavy

Working with Canalside Businesses and Organisations

- To enhance vegetation. Examples where this might happen are: Angloscope, Premlux and Ericsson, and narrowboat owners/tenants.

Enhancing the Granary Street Corner

- This wooded corner lies between a concrete wall and the canal.

Erecting Bird and Bat Boxes

- The two most common types of nest box for birds are the open-fronted type (e g for robins, blackbirds, dunnocks), and those with a hole at the front or side (e g. for blue tits – 25mm hole, great tit – 28mm, house sparrow – 32mm) Wrens use either open-fronted boxes with a front only 30mm. The open-fronted type might be used by pied wagtails, which frequent the canal, and are often seen on hard surfaces Designs for nest boxes are widely available (most thoroughly in du Feu, 1993). It may be worth adding, however, that nest boxes need inspecting, cleaning and maintaining Realistically, this will probably not happen, so to prolong the boxes' life (a) nails used in construction should be galvanised, (b) hinges are best avoided, and if used, should be made of inner tube, (c) drainage holes at the bottom are particularly important. On grounds of sustainability, as well as cost, boxes should be made of re-used wood
- The London Bat Group recommends the use of "woodcrete" (concrete mixed with sawdust) for bat boxes, which is more durable than wood and apparently preferred by bats. The locations most likely to succeed are on large trees near the western end of the Camden section However, all bats are protected species and boxes should not be located where they might be interfered with. At the same time, they must be capable of inspection by a licensed worker, since a long-term commitment to monitoring would be required So the only suitable locations may turn out to be on trees on the non-towpath side More detailed advice and help from the London Bat Group should be sought before erecting boxes.

SUSTAINABILITY AND NATURE CONSERVATION

Materials and plants should be selected with these aims in mind. Therefore

- Compost should, of course, be peat free.
- When selecting native species of plants, native sources should be used
- When selecting bulbs (whether of native species or not), ensure that the source is sustainable. The danger here is of using bulbs that have been collected from the wild.

BACKGROUND

In response to the DETR's UK Biodiversity Action Plan (BAP), which sets the framework for more specific BAPs, British Waterways is completing its own corporate BAP. The draft document is due to be distributed for feedback in mid September 1999.

The British Waterways BAP is likely to become an important and increasingly integral part of British Waterways' work planning. It will help ensure that British Waterways maximise the wildlife and nature conservation value of its waterways, as an integral part of routine maintenance, repair and development projects.

IMPLEMENTATION

The main aim of the British Waterways BAP is the proposal of targets and actions for each of the species (eg dragonflies, damselflies, moorhen and water voles) and habitats (eg towpath verge, built environment and the waterway channel) within the plan. Individual waterways will then build on the proposals for their waterway. British Waterways' Environment & Scientific Services will provide help and advise on this process

The British Waterways BAP will help British Waterways management units and individual waterways incorporate the proposed targets and actions into work plans and business planning It is then hoped that the British Waterways BAP will act as a framework for BAPs at a more local level. London Waterways will be in a good situation, being able to draw from the British Waterways BAP, the London Biodiversity Partnership and of course any BAPs that have been done by the local authorities This biodiversity approach can only be achieved through partnership, primarily the London Ecology Unit, London Waterways Partnership, London Canals Committee and other bodies with an interest in or responsibilities for wildlife along the London waterways.

REGENERATION THROUGH WATERWAYS

Through the recognition in this study of the links which the Regent's Canal has with the many facets of life in King's Cross, the recommendations proposed here will go a long way in making it possible to create a secure, well planned and carefully managed future for one of King's Cross's greatest potential assets.

It is essential that good planning, design and management underpins all projects, and the subtle qualities of scale, space and views offered by the relationship between land and water are fundamental to the successful waterside regeneration of the Regent's Canal in King's Cross. These factors have underlined the thinking behind all of the following recommendations in producing a series of proposals for the regeneration of the Regent's Canal that will not only ensure that the heritage of the canal is conserved but can also be used as a catalyst and driving force in the regeneration of King's Cross.

Aims & Objectives

The Canal Action Plan has been guided by local plan policy, priorities identified through public consultation and the aims of objectives of British Waterways and other organisations with an interest in or responsibility for the canal's environs (see Chapter 2 and opposite).

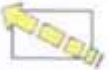
Partnership

The Action Plan seeks to bring together these diverse aspirations and provide a practical means of taking them forward through site specific recommendations. It is hoped that the Plan will facilitate partnership between the public, private and voluntary sectors and help in the planning of resources as well as the division of responsibilities to implement the proposals.

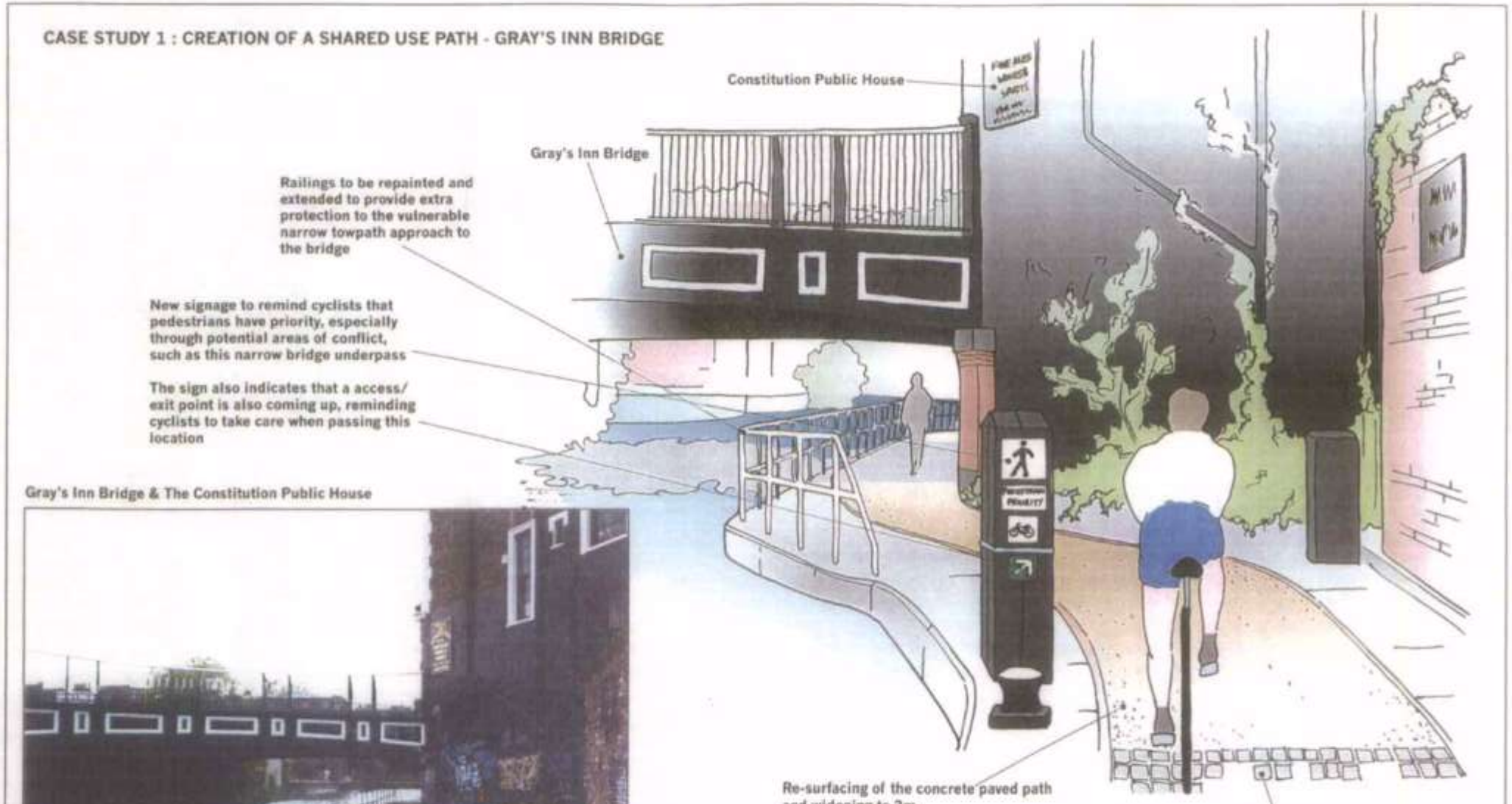
Categories of Improvement

The recommendations have been divided into 18 different categories of importance as shown in the symbols opposite.

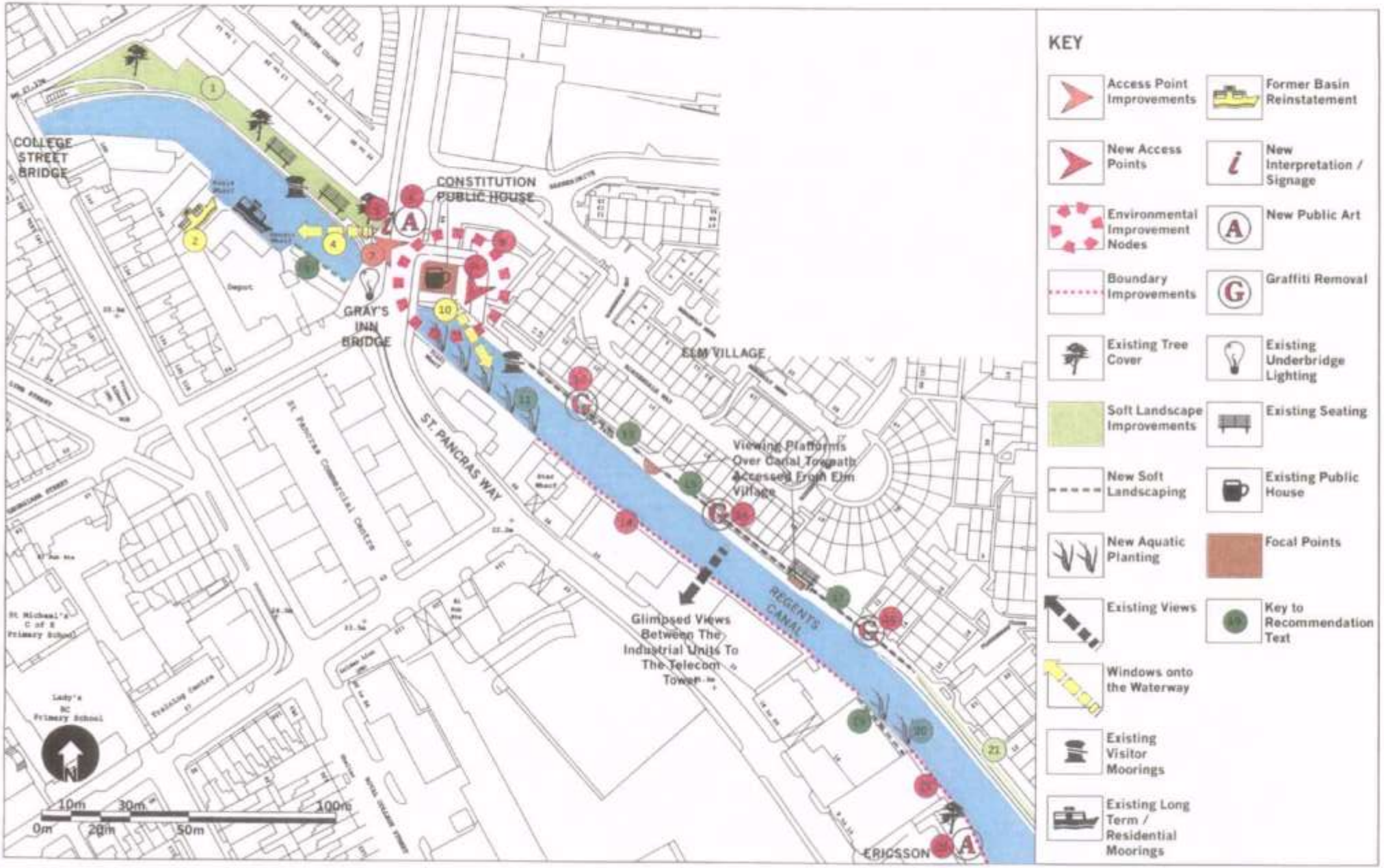
Each recommendation is identified on the map sheets by a unique number, as well as a symbol representing the category of improvement. This enables the type and diversity of improvements proposed for a length of waterway to be seen at a glance, whilst a description of the works required at a specific site are given in the text on the opposite page. All the recommendations identified on the map sheets are listed and described in the action plan (Chapter 8), which is divided into the 6 categories of improvement and includes details of potential parties, timescales and costs.

AIMS & OBJECTIVES	CATEGORIES OF IMPROVEMENT (As shown by a symbol on the Maps, section 7.2)
• Maintain the navigational use of the canal and where possible restore historic wharves or arms in conjunction with adjacent developer.	:-
• Upgrade and maintain all existing access points to the canal, seeking to provide ramps to "Access for All" standards where possible, with the provision of new access points where appropriate.	:-
• Maintain and improve the towing path for pedestrian use, considering cyclists and anglers as well.	:- (see section 7.4)
• Widespread graffiti clearance, along with new measures to help alleviate the future problem of graffiti.	:-
• Improve and protect the canal's wildlife and ecology.	:-
• Ensure all new development within the canal corridor is sensitive to the heritage and traditional character of the canal and also seek to influence improvements to existing developments which do not respect their environment as well as they could do.	:-
• Establish better surveillance along the canal, by opening up any views onto the canal where possible, to provide a safer environment.	:- 
• Encourage greater canal-side activity through increased and better signage, as well as improved recreational opportunities (angling, visitor moorings, cycling, walking).	:-
• Remove all existing out of date, graffiti covered information boards and replace with appropriate signage.	:-
• Improve the lighting of the canal by installing lights underneath all bridges and consider the lighting of the towing path where evening pedestrian activity would possibly warrant it.	:-
• Assess all existing activities adjacent to the canal to seek to provide better linkages between the canal corridor and the surrounding environment.	:-
• Upgrade/maintain all existing heritage features along the canal and seek to provide interpretation where possible.	:- (see section 4.2)

CASE STUDY 1 : CREATION OF A SHARED USE PATH - GRAY'S INN BRIDGE


Constitution Public House
Gray's Inn Bridge
Railings to be repainted and extended to provide extra protection to the vulnerable narrow towpath approach to the bridge
New signage to remind cyclists that pedestrians have priority, especially through potential areas of conflict, such as this narrow bridge underpass
The sign also indicates that a access/ exit point is also coming up, reminding cyclists to take care when passing this location
Re-surfacing of the concrete paved path and widening to 2m.
The available towpath width here will not accommodate a 2m wide shared use path, so the path will have to narrow through the bridge underpass
Rumble strip to be installed on bridge approach due to poor sight lines and narrow towpath to help warn cyclists of potential hazard up ahead

Gray's Inn Bridge & The Constitution Public House


COLLEGE STREET BRIDGE
CONSTITUTION PUBLIC HOUSE
GRAY'S INN BRIDGE
ELM VILLAGE
ST. PANCRAS WAY
Viewing Platforms Over Canal Towpath Accessed From Elm Village
Glimpsed Views Between The Industrial Units To The Telecom Tower
REGENTS CANAL
ERICSSON
St Pancras Commercial Centre
St Michael's C of E Primary School
Lady's RC Primary School
Pedding Centre
N
0m 10m 20m 30m 50m 100m
KEY
Access Point Improvements
New Access Points
Environmental Improvement Nodes
Boundary Improvements
Existing Tree Cover
Soft Landscape Improvements
New Soft Landscaping
New Aquatic Planting
Existing Views
Windows onto the Waterway
Existing Visitor Moorings
Existing Long Term / Residential Moorings
Former Basin Reinstatement
New Interpretation / Signage
New Public Art
Graffiti Removal
Existing Underbridge Lighting
Existing Seating
Existing Public House
Focal Points
Key to Recommendation Text

ACCESS IMPROVEMENTS

Access Point Improvements

7 A planning scheme has been undertaken and opportunities are being pursued to upgrade the existing stepped access, including the creation of a 'window on the waterway and 'gateway marker'

New Access Points

9 Possible improvements to the Constitution Public House include a basement bar at canal level, which could include an entrance off the towpath.

COMMUNITY SAFETY

Windows onto the Waterway

4 The views from Gray's Inn Bridge at the entrance to the steps down to the canal are very restricted at present and should be opened up by removing the two stone pillars This will make the entrance more inviting as well as benefiting security with better surveillance.

10 The beer garden above the towing path at the Constitution Public House would benefit from the lowering of the brick wall and installation of railings on top to provide better views down the canal for the patrons as well as benefiting security, with better surveillance for canal users.

LANDSCAPE/HERITAGE

Aquatic Planting

11 20 The canal bank is made of very prominent metal sheet piling which forms both an unattractive water's edge and provides no support for wildlife. Opportunities should be sought to create a soft water's edge through the use of geotextiles to support marginal vegetation

Boundary Improvements

14 The frontages to the industrial units on the offside of this stretch are very uninspiring and in need of some general landscaping Uniform railings could be incorporated, which could be a standard design used throughout this study length representing its historical past as the 'railway lands'. The commercial premises should be encouraged to use their available land next to the canal as canalside open space where their workforce can go and sit outside during breaks. This would increase surveillance along this quieter stretch of the canal.

22 The frontage to the Ericsson factory appears to be a very under used space. With some additional landscaping and seating this area could form an attractive public frontage to the factory and provide a canalside open space for use by employees. The increased use of this area would also benefit the perceived and actual security of towpath users through increased surveillance.

Environmental Improvements Nodes

8 The Constitution Public House is a landmark building on the towpath but does not make the most of its location. There is the potential to open up the beer garden and external steps to the towpath and create a basement bar with an entrance from the towpath. Also an exterior lighting scheme would very much make it a focal point along this stretch

Graffiti Treatment

12 16 18 This stretch of retaining wall is very badly covered in graffiti which needs widespread removal Once removed, an effective long term solution would be to cover these vulnerable wall with climbing plants

Landscape & Habitat Improvements

1 This south facing bank would benefit from being thickened up with some additional native planting to benefit the existing habitat for invertebrates and small birds. This area should not be manicured. Smaller lighter foliage species would help in increasing the surveillance from the flats above Eradication of Japanese knotweed is also required

21 Good ivy covered walls need to be maintained and any gaps planted up to help prevent graffiti Any contract works on the towpath need to be made aware of the vulnerability of ivy roots. Buddleia is growing in places near the top of the wall, which needs to be managed as it is breaking up the wall in patches. This could lead to additional costs through repair works to the wall following investigation

Landscape & Habitat Creation

3 The wall and fence along this stretch of the offside boundary are an ideal location for the planting of shade-tolerant climbers for aesthetic greening of the corridor.

13 15 17 Open expanse of retaining wall, very prone to graffiti. Plant fast growing climbing plants. Also some wild flowers are found at the base of the wall and plugs of selected wild flowers could be planted to encourage diversity appropriate to the locality.

19 The existing strip of land between the canal and the back wall of this building is an ideal place for planting climbers and shrubs along with a nestbox fixed on the building for habitat creation/aesthetic greening of the corridor

PUBLIC ART/SIGNAGE/INTERPRETATION

Public Art

6 This is a key access point to the canal directly adjacent to the St Pancras Way (local distributor) It serves Elm Village and the two primary schools of St Michael's C of E and Lady's RC are very close by. It should be highlighted as a key nodal point for access to the canal.

23 At the back of the Ericsson factory there is an open gravel area with some specimen trees This area would make a suitable display area for public art, away from public access but highly visible.

Signage/Interpretation

5 New up-to-date direction signs should be placed at all entrance points to the canal (next to the canal towpath and at road/street level). They should state the walking distance to the next access/exit point and any points of interest. The signs, if possible, should be placed at points that are inaccessible to vandals, otherwise robust designs which are vandal resistant will have to be incorporated. Also there is the need for more historical and wildlife interpretation

COMMUNITY & VISITOR FACILITIES

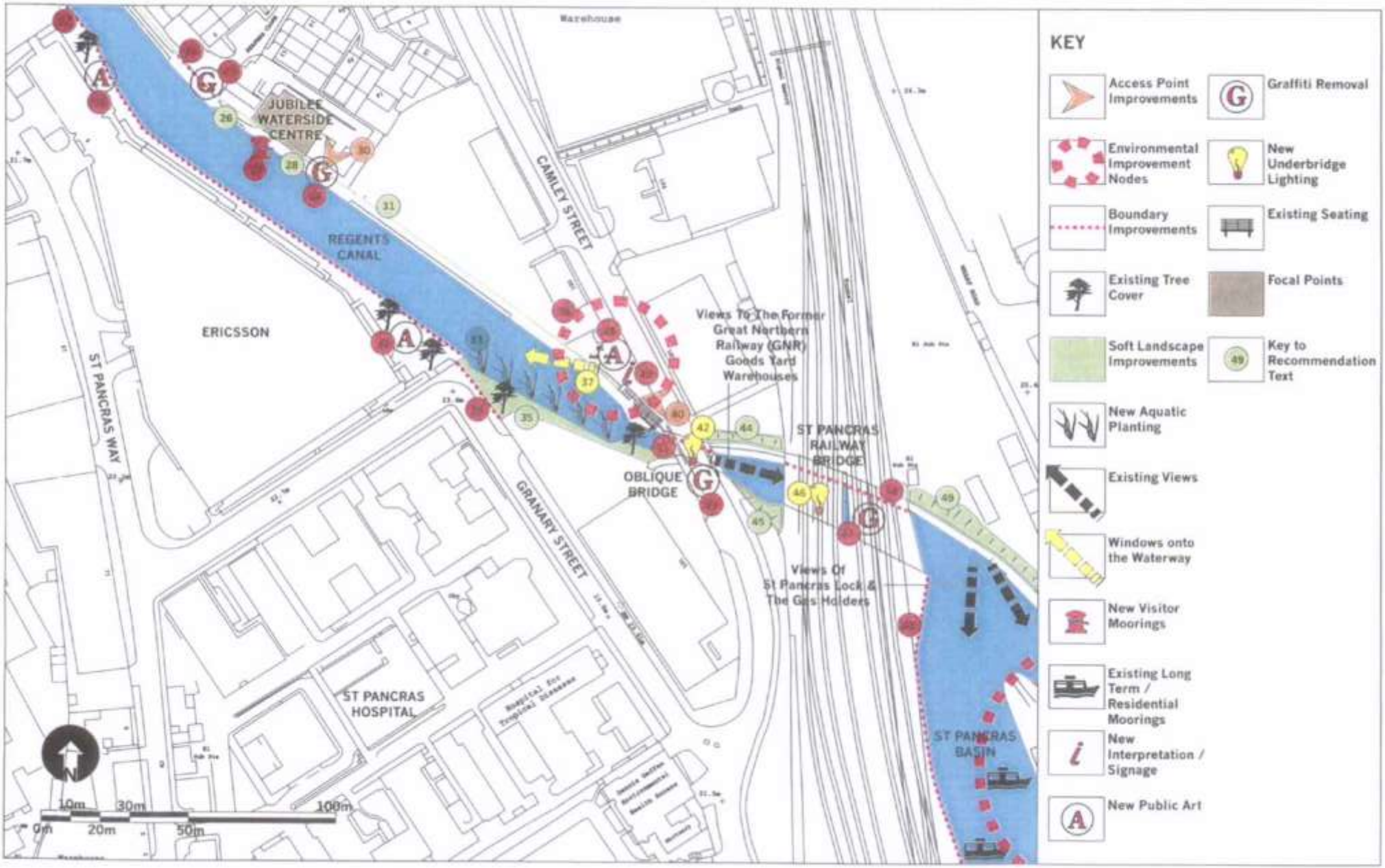
Former Basin Reinstatement

2 The old basin that lies filled-in beneath the forecourt at Eagle Wharf presents an opportunity for rediscovery and re-use, with the potential of navigational access to the canal should the opportunity ever arise.

CASE STUDY 2 : IMPROVEMENTS TO CAMLEY STREET STEPS

Walls to be demolished and replaced with railings to open up the entrance and improve on sight lines for safety
Vegetation to be removed from top of wall to open up views into and out of the canal corridor
New signage indicating nearest exit and access points to the canal and nearest points of interest
(Signs could possibly be incorporated into public art features)
Graffiti removal
Re-surfacing of the towpath and concrete area beneath the steps

Camley Street Steps


JUBILEE WATERSIDE CENTRE
REGENTS CANAL
ERICSSON
ST PANCRAS WAY
CAMLEY STREET
GRANARY STREET
OBLIQUE BRIDGE
ST PANCRAS RAILWAY BRIDGE
ST PANCRAS HOSPITAL
ST PANCRAS BASIN
Views To The Former Great Northern Railway (GNR) Goods Yard Warehouses
Views Of St Pancras Lock & The Gas Holders
Warehouse
N
0m 10m 20m 30m 50m 100m
KEY
Access Point Improvements
Graffiti Removal
Environmental Improvement Nodes
New Underbridge Lighting
Boundary Improvements
Existing Seating
Existing Tree Cover
Focal Points
Soft Landscape Improvements
Key to Recommendation Text
New Aquatic Planting
Existing Views
Windows onto the Waterway
New Visitor Moorings
Existing Long Term / Residential Moorings
New Interpretation / Signage
New Public Art

ACCESS IMPROVEMENTS

Access Point Improvements

30 Presently there is ramped access from the back of the Jubilee Waterside Centre to the canal towpath for the benefit of the users of the centre The access is shuttered off as it is private. At certain times of the day/year, this access point could become a controlled access facility for the residents of Elm Village through consultation between the local community and the Jubilee Waterside Centre.

40 Access to the canal from Oblique Bridge is only available via two flights of steps. There is the opportunity here for a ramp being incorporated as there is a large open area above the steps but there is an electricity sub-station here, so underground cables could be a problem. The side walls of the steps should still be removed and replaced with railings for better surveillance

COMMUNITY SAFETY

Underbridge Lighting

42 For better security and surveillance lighting should be
46 installed on the underneath of Oblique Bridge and St Pancras railway bridge on the offside.

Windows onto the Waterway

37 There is an open street scene above the canal towpath wall, with potential views down to the canal. Vegetation has now taken over which should be totally cleared from the top of the wall The top of the wall and the railings then need to be inspected for safety and replaced if needed to reinstate the views to the canal and improve on security with better surveillance.

LANDSCAPE/HERITAGE

Aquatic Planting

33 Next to the steel piling there is room for a floating boom to be set up and the planting of appropriate aquatic plant species including reed and bulrush These should be protected by a temporary fence of hazel hurdles in the water.

Boundary Improvements

23 The frontage to the Ericsson factory appears to be a very under used space. With some additional landscaping and seating this area could form an attractive public frontage to the factory and provide a canalside open space for use by employees. The increased use of this area would also benefit the perceived and actual security of towpath users through increased surveillance.

24 One abutment is all that remains of this former railway bridge which should be conserved for its historic interest in this rather sterile stretch of canal Sensitive repair works should be undertaken and plants removed from the brickwork in order to safeguard the structure, whilst graffiti removal is also required.

41 The existing railings underneath Oblique Bridge and
48 St Pancras railway bridge need to be made good where they are in a state of disrepair and repainted.

50 The fence along the wall between St Pancras Basin and St Pancras railway line is in a state of disrepair and needs replacing, along with the wall being made good where appropriate.

Environmental Improvement Nodes

36 The entrance to the canal from Oblique Bridge is crying out for improvements. Railings should be introduced in place of the walls. Also the steps could be removed and a large ramped access introduced and landscaped to integrate the unused space at the top of the steps with the towpath. Alternatively all the vegetation should be removed from the top of the retaining wall and the wall and railings made good with the large unused space at the top of the steps landscaped

Graffiti Treatment

25 One abutment marks the site of a former railway bridge and provides some historic interest on this somewhat featureless stretch. Graffiti removal is required; a non-chemical system is recommended (such as Jos) so that no damage is done to the historic brickwork.

29 The Jubilee Waterside Centre has a shuttered door in the canalside wall for access from a ramp. This door needs the graffiti removed and spraying with anti-graffiti paint.

43 Oblique Bridge and St Pancras Railway Bridge are
47 covered in graffiti and it is recommended that this is removed and an anti-graffiti paint applied.

Landscape & Habitat Improvements

26 Good ivy covered walls need to be maintained and gaps
28 planted up to help prevent graffiti. Any contract works
31 on the towpath need to be made aware of the vulnerability of ivy roots. Buddleia is growing in places near the top of the wall, which needs to be managed as it is breaking up the wall in patches. This could lead to additional costs through repair works to the wall following investigation.

35 An attractive strip of vegetation on the offside which could be enhanced for wildlife Requires rubbish clearance and the replacement of sycamore saplings with more appropriate native species. There is also room for extra tree, shrub and wildflower planting, whilst nestboxes for birds could be provided.

44 Opportunity for landscape and habitat improvement
49 Proposed re-grading of the bank above the towpath wall, with additional topsoil and planting of groundcover shrubs to increase the understorey

45 This secluded offside bank is ideal for birds. Rubbish should be cleared and shade-tolerant climbers planted against the wall with Camley Street. A kingfisher bank was made here during the 1980s. A grey wagtail or pied wagtail nestbox could however be installed in this area

PUBLIC ART/SIGNAGE/INTERPRETATION

Public Art

23 At the back of the Ericsson factory there is an open
32 gravel area with some specimen trees. This area would make a suitable display area for public art, away from public access but highly visible

38 This is a more low key access point to the canal within close proximity of St Pancras Hospital and St Pancras Gardens and Elm Village Its presence needs to be highlighted from St Pancras Gardens.

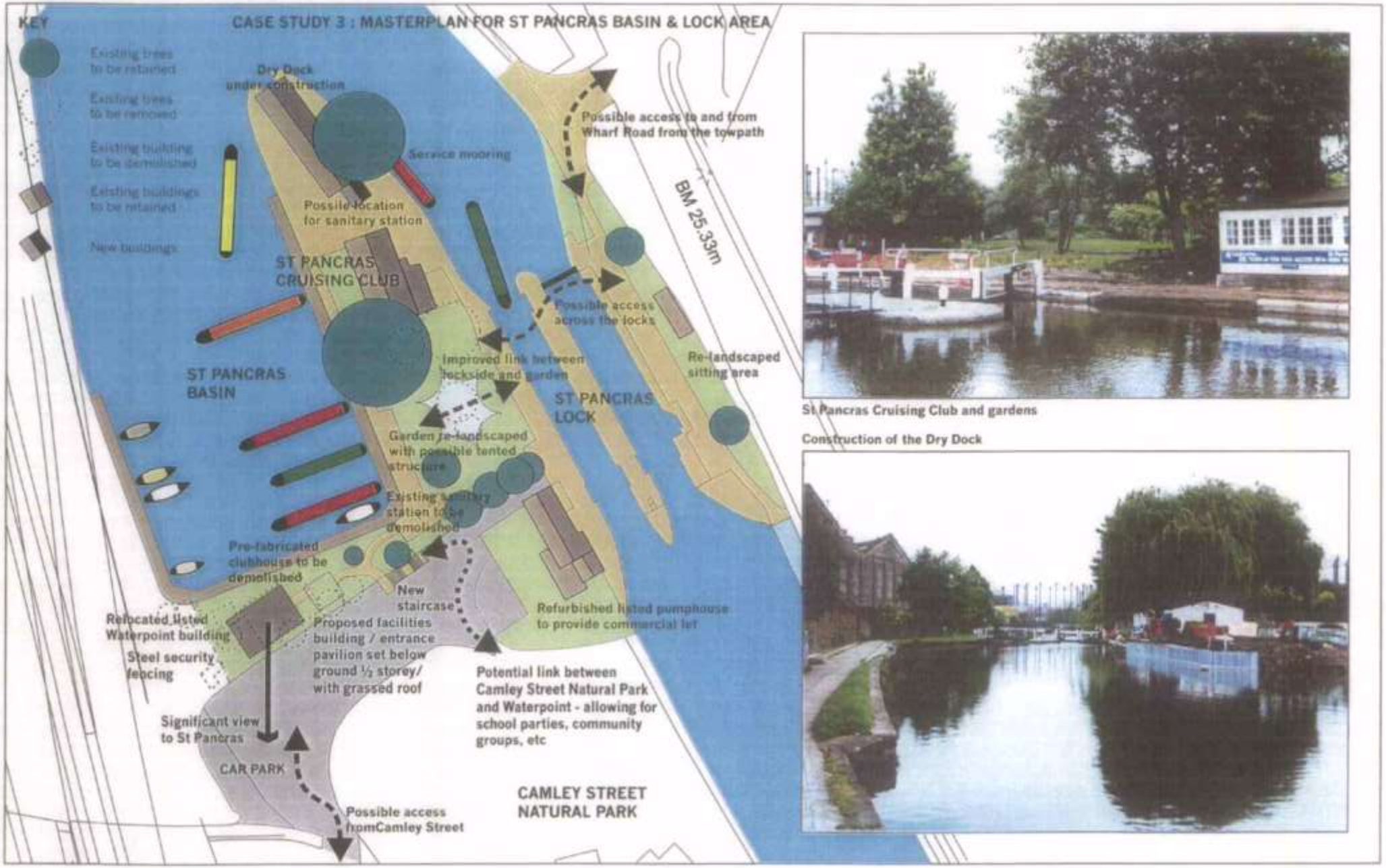
Signage/Interpretation

39 New up-to-date direction signs should be placed at all entrance points to the canal (next to the canal towpath and at road/street level). They should state the walking distance to the next access/exit point and any points of interest. The signs, if possible, should be placed at points that are inaccessible to vandals, otherwise robust designs which are vandal resistant will have to be incorporated Also there is the need for more historical and wildlife interpretation

COMMUNITY & VISITOR FACILITIES

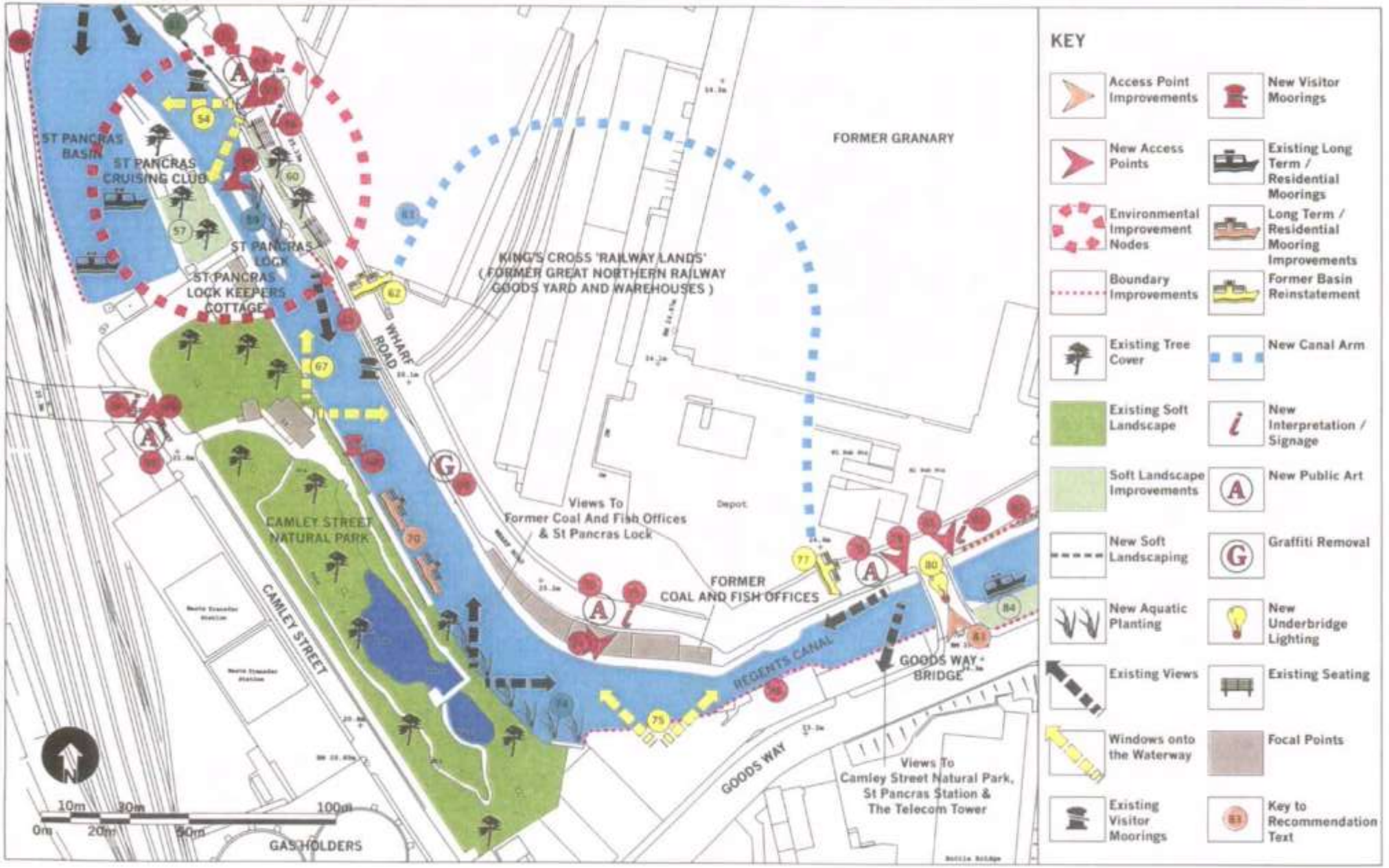
New Visitor Moorings

27 The Jubilee Waterside Centre would benefit from having some mooring bollards so it could be used by the proposed new community narrowboat (9.6.1) or the existing community narrowboat based at City Road Basin Especially with its ramped access to the canal, the moorings would provide an access for all facility to the canal for the local community of Elm Village, to use a community narrowboat.


KEY
Existing trees to be retained
Existing trees to be removed
Existing building to be demolished
Existing buildings to be retained
New buildings
CASE STUDY 3 : MASTERPLAN FOR ST PANCRAS BASIN & LOCK AREA
Dry Dock under construction
Service mooring
Possible location for sanitary station
ST PANCRAS CRUISING CLUB
ST PANCRAS BASIN
Possible access to and from Wharf Road from the towpath
BM 25.33m
Possible access across the locks
Improved link between lockside and garden
Re-landscaped sitting area
ST PANCRAS LOCK
Garden re-landscaped with possible tented structure
Existing sanitary station to be demolished
Pre-fabricated clubhouse to be demolished
New staircase
Refurbished listed pumphouse to provide commercial let
Relocated listed Waterpoint building
Steel security fencing
Proposed facilities building / entrance pavilion set below ground ½ storey/ with grassed roof
Potential link between Camley Street Natural Park and Waterpoint - allowing for school parties, community groups, etc
Significant view to St Pancras
CAR PARK
Possible access fromCamley Street
CAMLEY STREET NATURAL PARK

St Pancras Cruising Club and gardens

Construction of the Dry Dock


ST PANCRAS BASIN
ST PANCRAS CRUISING CLUB
ST PANCRAS LOCK
ST PANCRAS LOCK KEEPERS COTTAGE
WHARF ROAD
KING'S CROSS 'RAILWAY LANDS'
(FORMER GREAT NORTHERN RAILWAY GOODS YARD AND WAREHOUSES)
FORMER GRANARY
Views To
Former Coal And Fish Offices
& St Pancras Lock
Depot
CAMLEY STREET NATURAL PARK
CAMLEY STREET
FORMER
COAL AND FISH OFFICES
REGENTS CANAL
GOODS WAY BRIDGE
GOODS WAY
Views To
Camley Street Natural Park,
St Pancras Station &
The Telecom Tower
GASHOLDERS
N
0m 10m 20m 50m 100m
KEY
Access Point Improvements
New Access Points
Environmental Improvement Nodes
Boundary Improvements
Existing Tree Cover
Existing Soft Landscape
Soft Landscape Improvements
New Soft Landscaping
New Aquatic Planting
Existing Views
Windows onto the Waterway
Existing Visitor Moorings
New Visitor Moorings
Existing Long Term / Residential Moorings
Long Term / Residential Mooring Improvements
Former Basin Reinstatement
New Canal Arm
New Interpretation / Signage
New Public Art
Graffiti Removal
New Underbridge Lighting
Existing Seating
Focal Points
Key to Recommendation Text

ACCESS IMPROVEMENTS

Access Point Improvements

83 There is access at present across Goods Way Bridge from Goods Way through a gate, but it is permanently locked. With the possible redevelopment of the former GNR goods yards, the re-opening of this access point could be achieved. It is recommended that if the stepped access to the canal is incorporated (see recommendation 79, 81 under 8 2 2) in the near future on the other side of the bridge, then public access is allowed across the bridge down to the canal towpath. As a short term project to obtain access across the canal at this point, the technical issues need to be reviewed as to whether the temporary CTRL construction bridge can be upgraded to a permanent bridge or alternatively, whether the existing Goods Way Bridge could be augmented.

New Access Points

55 The development of the former railway goods yard next to Wharf Road would lead to increased public use of that area and the then possible need for access to the canal. One ideal location is just above St Pancras Lock where there is room for steps and ramped access

58 If access was obtained from Camley Street to St Pancras Lock, then the possibility of a footbridge across the lock could be investigated. This would greatly benefit Camley Street Natural Park which, although the canal is its main public frontage, is only accessible from the towpath by a significant detour via the steps at Oblique Bridge.

65 From Camley Street there is no present public access to St Pancras Lock and lock keeper's cottage garden. The opportunity to create an access would need to be discussed with St Pancras Cruising Club, Camley Street Natural Park and any occupiers of the lock keepers cottage and security issues considered.

71 The position of the former fish and coal offices building adjacent to the towpath would make it a prime building to be renovated with canal usage in mind The filled-in arches at its base leading straight onto the towpath would make ideal controlled access points for whatever functions the building takes on.

79 Goods Way Bridge has no present access to the canal
81 towpath but there is ample opportunity for stepped access from Wharf Road should the former railway goods yard ever get redeveloped.

COMMUNITY SAFETY

Underbridge Lighting

80 For better security and surveillance, lighting should be installed on the underneath of Goods Way Bridge on the offside.

Windows onto the Waterway

54 St Pancras Lock lies hidden beneath Wharf Road and St Pancras railway line on the offside The installation of railings in places by lowering the wall along Wharf Road would provide the users of Wharf Road attractive views down to the lock as well as making the lock's presence known and providing better surveillance for security issues along this length

67 As part of the proposed Camley Street Natural Park improvements a new visitor centre is intended to replace the old one, but this time extend right out to the canal bank. This would provide unimpeded views up and down this stretch of the canal.

75 The site of the former Goods Way Nature Area has great potential for café/bar canalside development with unimpeded views up to St Pancras Lock and east to Maiden Lane Bridge. Its location on the outside bend of the canal would provide the opportunity for unrivalled surveillance for security issues along this length. This prime site located between St Pancras and King's Cross stations could also be used for siting a pedestrian footbridge across the canal to the former Coal & Fish offices.

LANDSCAPE/HERITAGE

Aquatic Planting

59 Establish marginal and aquatic plants in the disused lock next to the towpath. This would necessitate reduction in the water depth, at the edge which could be achieved using inert material and the planting of aquatic marginal species, possibly using coir rolls.

74 On this wide corner of the canal bounding Camley Street Natural Park and Goods Way Nature Area there is room for the installation of a floating boom and the planting of appropriate aquatic species, including reed and bulrush. These should be protected by a temporary fence of hazel hurdles in the water

Boundary Improvements

50 The fence along the wall between St Pancras Basin and St Pancras railway line is in a state of disrepair and needs replacing, along with the wall being made good where appropriate

61 There is a safety issue here with the towpath crossing a raised bridge over a filled-in basin entrance. Simple robust railings should be installed along the edge of the bridge.

76 From Camley Street Natural Park to Goods Way Bridge there is the opportunity to pull down the existing wall and open up the canal corridor. Possibly a promenade type walk/sitting area could be created along this stretch

85 From Goods Way Bridge to Maiden Lane Bridge to improve on sight lines and security, the top of the retaining wall at the back of the towpath should be lowered and replaced with railings Where the wall has already been removed, the temporary railings need to be replaced with good permanent railings Careful thought needs to go into their design to complement the 19th century railway architecture

Environmental Improvement Nodes

52 St Pancras Lock has a multitude of opportunities waiting for realisation The general refurbishment of the lock itself and the lock keeper's cottage would go a long way in lifting the area There is the ideal space alongside the back of the towpath opposite the lock that would create a linear pocket park. From Wharf Road there is the possibility of ramped access down to the lock and the lowering of the wall alongside Wharf Road being replaced by railings would provide a safer and more attractive area to sit and relax in the park below. On the offside the lock keeper's cottage garden could do with re-landscaping to open its charm up to the canal and there is the possibility of it becoming a small pocket park if public access is ever introduced from Camley Street. Work is already going on in introducing a dry dock on the offside of the lock for the St Pancras Yacht Club

Graffiti Treatment

69 The retaining wall alongside the towpath has graffiti in places which should be removed

Landscape & Habitat Improvements

57 There is an attractive lock keeper's cottage garden on the offside of St Pancras Lock which would benefit the canal users by its better integration to the lock side and some new ornamental tree and shrub planting. The possibility of its use by the public with access from Camley Street should be explored

60 An ideal location for a linear pocket park next to St Pancras Lock. With the opportunity of access from Wharf Road, the possible developments in the former railway goods yard and its beautiful location, it could become a very visited area.

84 Unmanaged bank next to Goods Way Moorings Opportunity for habitat improvement and management.

Landscape & Habitat Creation

51 This sparsely vegetated length next to the towpath wall would benefit from the planting of some new shrubs and climbers

PUBLIC ART/SIGNAGE/INTERPRETATION

Public Art

53 66 72 78 All these locations are proposed access points to the canal and are all very dependent on the future outcome of the Railway Lands The proposed access point to St Pancras Lock from Wharf Road should be seen as a key focal point, with potential access to the locks, St Pancras Basin, St Pancras Lock Keeper's Cottage and Camley Street Natural Park.

Signage/Interpretation

56 64 73 82 New up-to-date direction signs should be placed at all entrance points to the canal (next to the canal towpath and at road/street level). They should state the walking distance to the next access/exit point and any points of interest. The signs, if possible, should be placed at points that are inaccessible to vandals, otherwise robust designs which are vandal resistant will have to be incorporated. Also there is a need for more historical and wildlife interpretation.

COMMUNITY & VISITOR FACILITIES

Former Basin Reinstatement

62 77 The Coal & Stone and Granary basins lie filled-in beneath the forecourt/warehouses of the former GNR Goods Yard. These basins could be excavated, reinstated and connected back to the canal. The Coal & Stone basin presently has the best potential of navigational access to the canal with the Granary basin being constrained by the high voltage cables laid under the towpath, but its use for navigation should still be a long term objective. The reinstatement of these basins would reveal an important part of King's Cross industrial heritage and offer recreational and townscape opportunities. The possible reinstatement of these basins will be a matter for the selected development partners to consider as part of the wider masterplan exercise of the King's Cross Central development site, as such it will be a long-term objective

New Canal Arm

63 As a long term objective, the Coal & Stone and Granary basins could be linked together with a new canal arm through the former GNR Goods Yard Such a project would raise the profile to the redevelopment of King's Cross, adding a great attraction to the new townscape of the 'railway lands' and numerous recreational opportunities. The possible new canal arm will be a matter for the selected development partners to consider as part of the wider masterplan exercise of the King's Cross central development site.

New Visitor Moorings

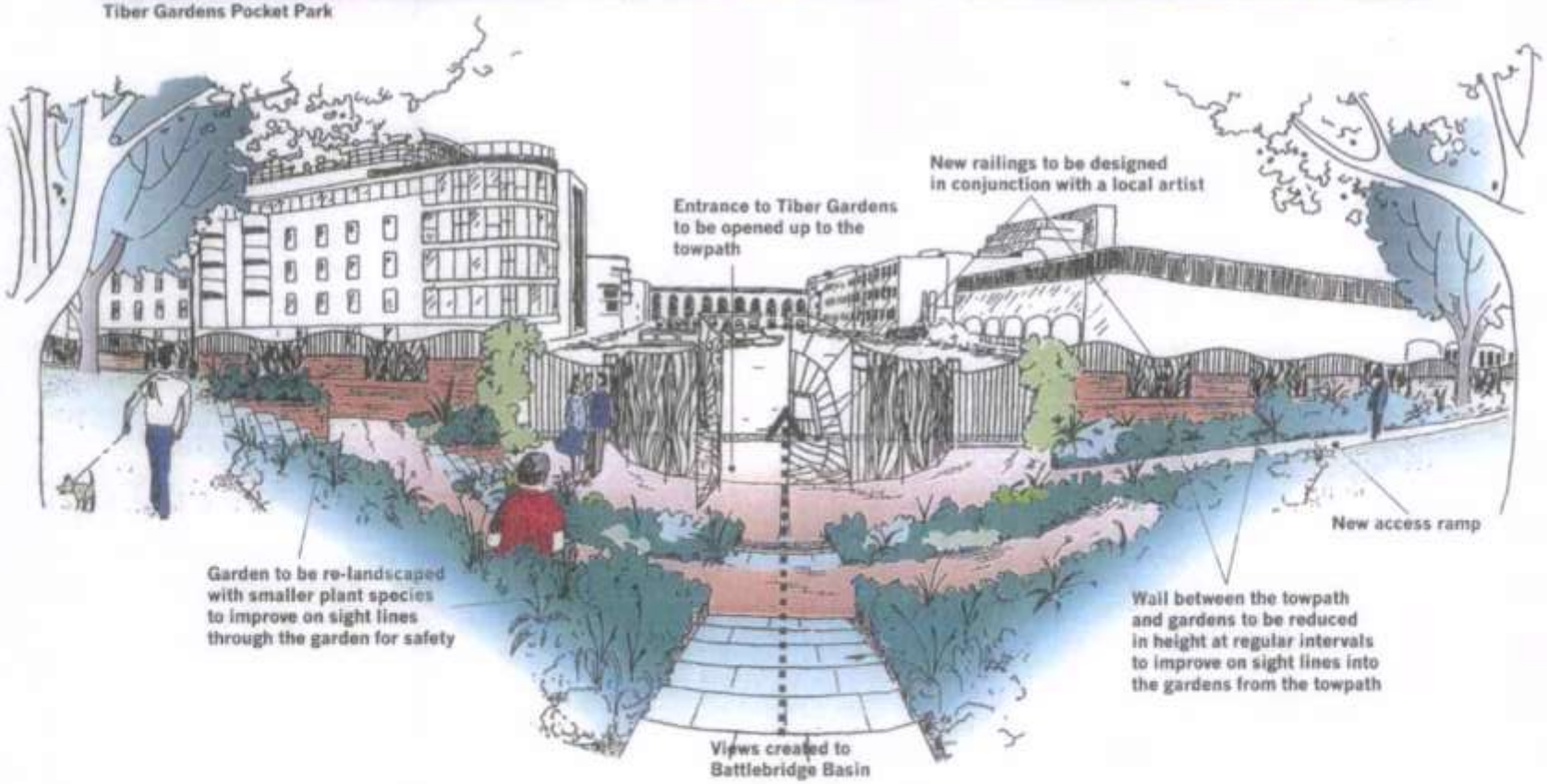
68 The provision of visitor moorings along the canalside is an aspiration within Camley Street Natural Park's development plan, primarily to act as a stopping off point for the local community narrow boats. It is envisaged that general public admission via the visitor moorings would have to be by appointment only.

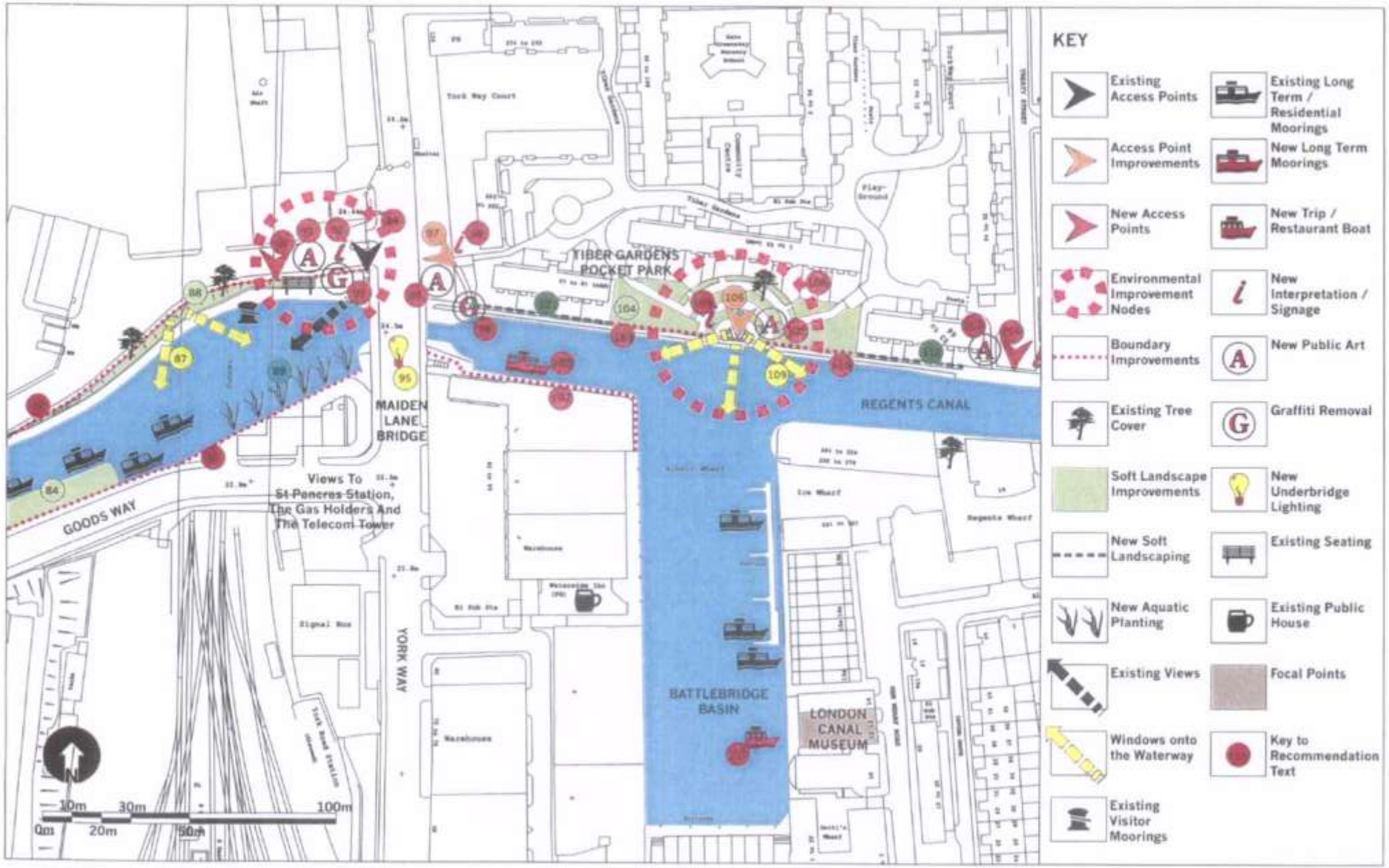
Residential/Long Term Mooring Improvements

70 The 3 residential moorings alongside Camley Street Natural Park are favourably looked on by the park as they act as security for the park. The canal bank forming these moorings is in a state of disrepair and requires attention for its upgrading Also the present state of services needs looking at for any attention needed.

CASE STUDY 4 : IMPROVEMENTS TO TIBER GARDENS POCKET PARK - INCLUDING INTEGRATION WITH THE WATERWAY

Tiber Gardens Pocket Park


New railings to be designed in conjunction with a local artist
Entrance to Tiber Gardens to be opened up to the towpath
New access ramp
Garden to be re-landscaped with smaller plant species to improve on sight lines through the garden for safety
Wall between the towpath and gardens to be reduced in height at regular intervals to improve on sight lines into the gardens from the towpath
Views created to Battlebridge Basin


KEY
Existing Access Points
Access Point Improvements
New Access Points
Environmental Improvement Nodes
Boundary Improvements
Existing Tree Cover
Soft Landscape Improvements
New Soft Landscaping
New Aquatic Planting
Existing Views
Windows onto the Waterway
Existing Visitor Moorings
Existing Long Term / Residential Moorings
New Long Term Moorings
New Trip / Restaurant Boat
New Interpretation / Signage
New Public Art
Graffiti Removal
New Underbridge Lighting
Existing Seating
Existing Public House
Focal Points
Key to Recommendation Text
TIBER GARDENS POCKET PARK
MAIDEN LANE BRIDGE
REGENTS CANAL
GOODS WAY
YORK WAY
BATTLEBRIDGE BASIN
LONDON CANAL MUSEUM
Views To St Pancras Station, The Gas Holders And The Telecom Tower
N
0m
10m
20m
30m
50m
100m

ACCESS IMPROVEMENTS

Access Point Improvememts

97 The existing ramped access from Maiden Lane Bridge is in a state of disrepair. The concrete stepped ramp section is fine, but the hoggin section is very uneven and not suitable for disabled access. This ramp should be resurfaced or even both ramps taken out and replaced with a single ramp with no steps.

106 There is access at present to the canal from Tiber Gardens Pocket Park through the gate, but it is permanently locked With the possible redevelopment of the park, as proposed in this document, the re-opening of this access point could be achieved.

New Access Points

90 A ramped access is quite feasible from Wharf Road down to the towpath just past the electricity pumping station. It could be very nicely landscaped into the existing vegetated embankment.

114 From Treaty Street there is plenty of room to incorporate a new ramped and stepped access to the canal towpath.

COMMUNITY SAFETY

Underbridge Lighting

95 For better security and surveillance, lighting should be installed on the underneath of Maiden Lane Bridge on the offside.

Windows onto the Waterway

87 From Wharf Road there are presently very little viewing places down to the canal and Goods Way Moorings The instatement of railings in places, by lowering the wall along Wharf Road along with the replacement of the existing temporary railways, would provide the users of Wharf Road with better views down to the canal and moorings along with increased surveillance for security issues along this length.

109 Tiber Gardens Pocket Park is in an ideal location to benefit from views straight down Battlebridge Basin and up and down the canal. Unfortunately this is presently not realised The introduction of railings instead of walls would provide users of the park with a relaxing environment with attractive views of the canal as well as better surveillance for security issues along this stretch.

LANDSCAPE/HERITAGE

Aquatic Planting

89 Between Goods Way Moorings and Maiden Lane Bridge the canal is very wide with sufficient room for the installation of a floating boom and the planting of appropriate aquatic species, including reed and bulrush. These should be protected by a temporary fence of hazel hurdles in the water.

Boundary Improvements

85 From Goods Way Bridge to Maiden Lane Bridge to improve on sight lines and security, the top of the retaining wall at the back of the towpath should be replaced with railings. Where the wall has already been removed, the temporary railings need to be replaced with good permanent railings. Careful thought needs to go into their design to complement the surrounding 19th century railing architecture

86 On the offside of the canal next to the Maiden Lane Bridge lies a garage which does not contribute to the canalside environment. To help mask its appearance there are gaps in the wall along the canal edge between the canal and the garage which could be topped with railings.

102 The new brick warehouse on the west side of the entrance to Battlebridge Basin does not blend very well with the surrounding canal vernacular. There is a small strip of land between the building and the canal which could be landscaped and also the mock brick arches in the side of the building would provide a good canvas for artwork reflecting the canal/railway scenes.

103 At present there is a wall separating the majority of
110 Tiber gardens from the canal towpath. To open up views and improve on the security surveillance, the wall could be lowered and topped with railings.

Environmental Improvement Nodes

94 The space to the west of Maiden Lane Bridge primarily incorporating the roof of the electricity pumping station is such an under used asset. If incorporated into the street and canal scene, it could become a focal point entrance to the canal and former railway goods yard, especially as it lies off the main road leading from King's Cross Station. It could be a key space for a piece of public art relating to the railways. A ramped access point to the canal could also be incorporated into this landscaped feature.

108 Opposite Battlebridge is Tiber Gardens Pocket Park which at present is only open to the residents of Tiber Gardens, even though there is a gate onto the canal towpath which is locked. It could become quite a feature if opened up to the canal It would require the lowering of the walls along the towpath being topped with railings and the replacement of the larger shrubs with smaller ones for safety reasons. Also if possible the design of the park could be re-examined, including the provision of a ramp.

Graffiti Treatment

93 There is a lot of graffiti immediately next to Maiden
99 Lane Bridge, particularly on the side of the electricity sub-station. This needs removing and to ease future cleaning costs, some form of anti-graffiti measure should be considered. This could take the form of locally designed and painted murals on the electricity sub-station.

Landscape & Habitat Improvements

84 Unmanaged bank next to Goods Way Moorings. Opportunity for habitat improvements and management.

88 The embankment between the towpath and the retaining wall is well vegetated but there are quite a few gaps which present security problems, lending themselves for hiding places To still keep slight lines from Wharf Road down to the canal and help alleviate the security problems it is suggested that ground cover and low growing shrubs are planted throughout this section

104 Opposite Battlebridge Basin is Tiber Gardens Pocket Park which, at present, is only open to residents of Tiber Gardens, even though there is a gate onto the canal towpath which is locked. If opened to the public the planting design would need to be reviewed and some species replaced in order to provide an environment in which visitors feel safe

Landscape & Habitat Creation

101 Open expanse of retaining wall which would benefit
112 from climbing plants being planted along its length. Also the planting of plugs of selected wildflowers at the base of the wall would contribute to this stretch. This will help prevent graffiti.

PUBLIC ART/SIGNAGE/INTERPRETATION

Public Art

91 At Maiden Lane Bridge the existing access point to the
96 canal should be seen as the major focal point entrance
107 to the canal in this area and should be highlighted as
113 such The access points are directly off York Way (A5200) leading from King's Cross Station and St Pancras Station and lie on the boundary between Camden and Islington at the entrance to the Railway Lands

Signage/Interpretation

92 New up-to-date direction signs should be placed at all
98 entrance points to the canal (next to the canal towpath
105 and at road/street level). They should state the walking distance to the next access/exit point and any points of interest. The signs, if possible, should be placed at points that are inaccessible to vandals, otherwise robust designs which are vandal resistant will have to be incorporated Also there is a need for more historical and wildlife interpretation.

COMMUNITY & VISITOR FACILITIES

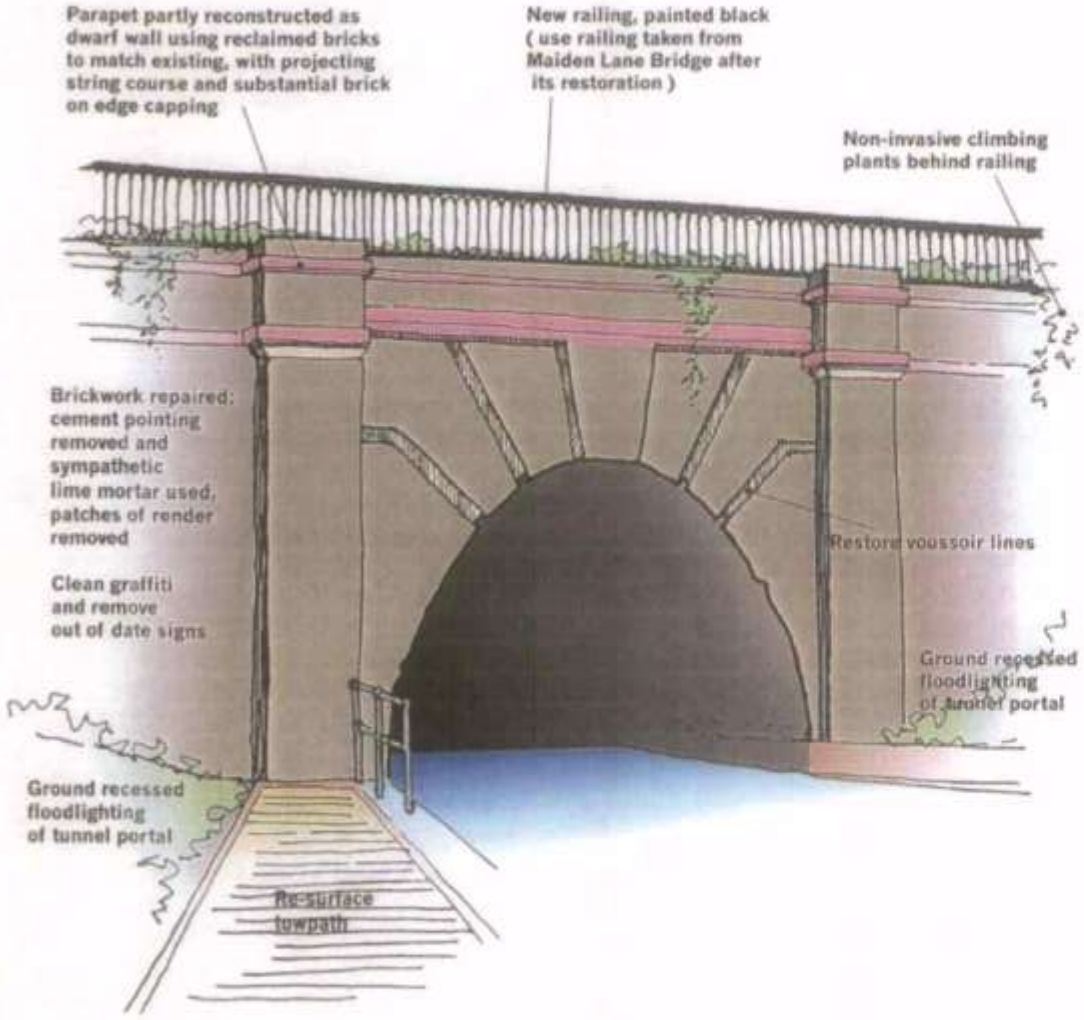
New Long Term Moorings

100 To the east of York Way there is potential for approximately six visitor moorings. There already exists a secure flight of steps to York Way itself. This scheme would necessitate the agreement from the private businesses that border the canal. All that would be required would be new mooring bollards, signage and possibly some services.

New Trip/Restaurant Boat

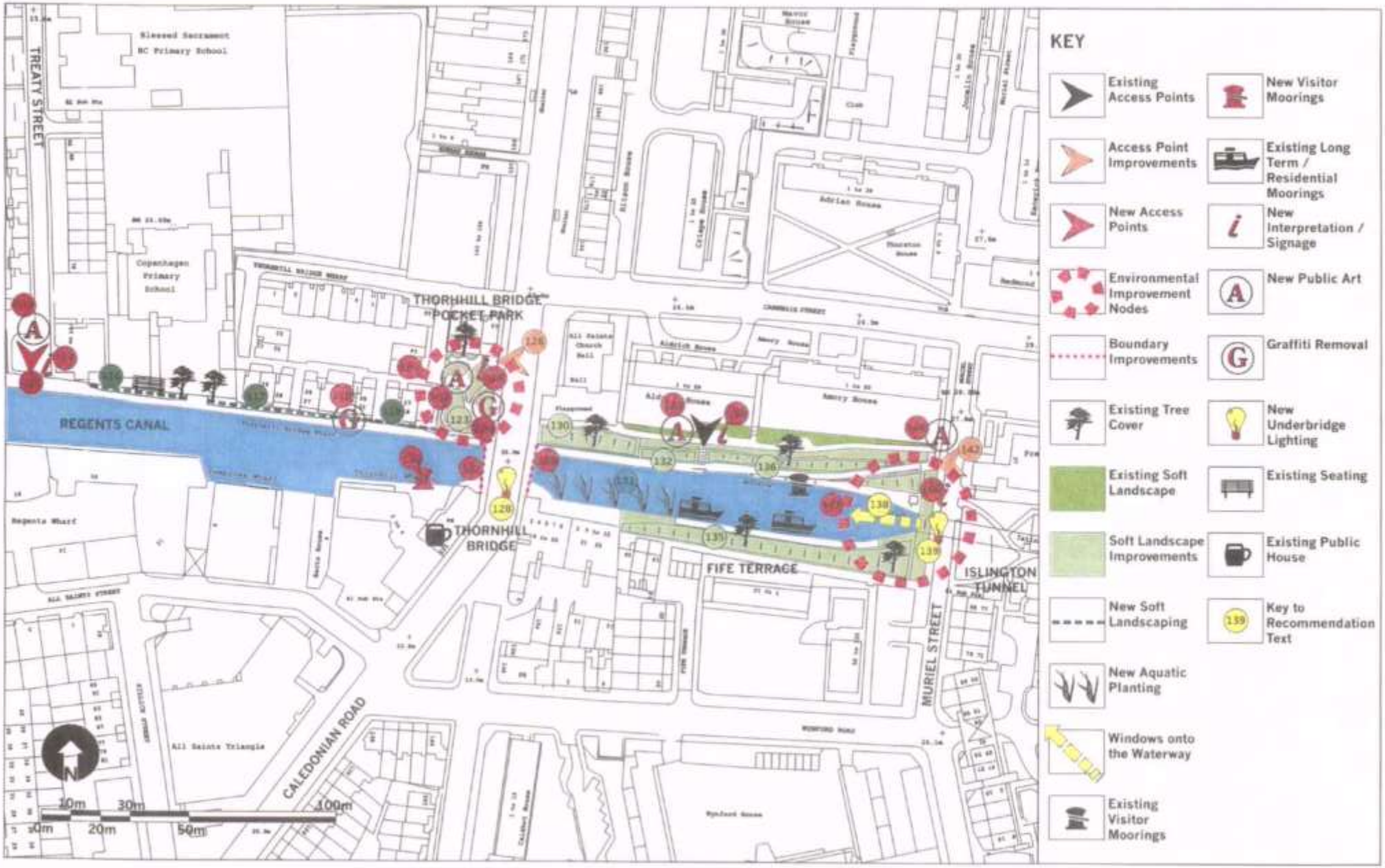
111 With the redevelopment of King's Cross and the proposed higher profile given to the London Canal Museum, more visitors can be expected giving rise to the potential for a trip/restaurant boat based at the museum. This could do trips west, through Regent's Park and east, down to Limehouse Basin

CASE STUDY 5 : RESTORATION/IMPROVEMENTS TO ISLINGTON TUNNEL PORTAL (WEST)


Parapet partly reconstructed as dwarf wall using reclaimed bricks to match existing, with projecting string course and substantial brick on edge capping
New railing, painted black (use railing taken from Maiden Lane Bridge after its restoration)
Non-invasive climbing plants behind railing
Brickwork repaired: cement pointing removed and sympathetic lime mortar used, patches of render removed
Clean graffiti and remove out of date signs
Restore voussoir lines
Ground recessed floodlighting of tunnel portal
Ground recessed floodlighting of tunnel portal
Re-surface towpath

Islington Tunnel Portal (west side)

Recent installation of the Maiden Lane Bridge railings above the tunnel portal


TREATY STREET
Blessed Sacrament RC Primary School
Copenhagen Primary School
THORNHILL BRIDGE POCKET PARK
REGENTS CANAL
Regents Wharf
THORNHILL BRIDGE
FIFE TERRACE
ISLINGTON TUNNEL
MURIEL STREET
CALEDONIAN ROAD
All Saints Triangle
Adrian House
Aldrich House
Amery House
Crispe House
Thurston House
Wyckford House
N
10m
30m
100m
0m
20m
50m
KEY
Existing Access Points
Access Point Improvements
New Access Points
Environmental Improvement Nodes
Boundary Improvements
Existing Tree Cover
Existing Soft Landscape
Soft Landscape Improvements
New Soft Landscaping
New Aquatic Planting
Windows onto the Waterway
Existing Visitor Moorings
New Visitor Moorings
Existing Long Term / Residential Moorings
New Interpretation / Signage
New Public Art
Graffiti Removal
New Underbridge Lighting
Existing Seating
Existing Public House
Key to Recommendation Text

ACCESS IMPROVEMENTS

Access Point Improvements

126 Presently there is ramped and stepped access through Thornhill Bridge pocket park to the canal towpath from Caledonian Road, but only the stepped access is in a state of good repair. The ramp would be improved by installing edge restraints (eg brick paving) to help maintain an even surface and reduce maintenance costs.

142 Improvements to the existing ramped access to the towpath from Muriel Street are required.

New Access Points

114 From Treaty Street there is plenty of room to incorporate a new ramped and stepped access to the canal towpath, which is presently on the action plan for Islington Borough Council.

COMMUNITY SAFETY

Underbridge Lighting

128 For better security and surveillance, lighting should be installed on the underneath of Thornhill Bridge on the offside.

139 A floodlighting scheme for the west portal to Islington Tunnel has recently been implemented. This could be extended to light the adjoining embankment

Windows onto the Waterway

138 The present improvements to Muriel Street Tunnel Portal should improve the view from Muriel Street right down to Maiden Lane Bridge, providing an impressive vista and good surveillance along this stretch of the canal.

Further improvements are required to land above the tunnel and to the side of the tunnel portal to compliment this scheme

LANDSCAPE/HERITAGE

Aquatic Planting

131 To the east of Thornhill Bridge on the offside there is a strip of steel piling to the edge of the canal which could be softened through the introduction of marginal species possibly using geotextiles (eg pre-planted coir rolls).

Boundary Improvements

127 Thornhill Bridge would benefit from painting and
129 having more appropriate railings installed across its length.

Environmental Improvement Nodes

121 Thornhill Bridge Pocket Park is quite a major point of entry to the canal off the main Caledonian Road, unfortunately it is in need of an upgrade. The ramped access should be upgraded for its long term maintenance along with a general new soft landscaping scheme for the park. The frontage of the park adjacent to the canal towpath should have the vegetation removed to provide good views in and out of the park for better security surveillance Also trip rails incorporated around the planting areas will help stop bicycles taking short cuts

137 Work on the surrounding area of the west portal to Islington Tunnel has already started with the installation of the original railings from Maiden Lane Bridge now across the top of the portal on Muriel Street Future plans include the upgrading of the surrounding soft landscaping and the floodlighting of the portal itself

Graffiti Treatment

118 Along this length of boundary wall to the towpath there are patches of graffiti which need removing and, in the long term, can be combated by the planting of fast growing climbers.

124 In Thornhill Bridge Pocket Park some of the walls are badly covered in graffiti which needs removing. To combat this problem in the long term, thick shrub planting can be incorporated along the base of the walls to prevent access to the walls, or the wall could be used for a mural.

Landscape & Habitat Improvements

123 Thornhill Bridge Pocket Park provides a very pleasant tranquil entrance to the canal but is in need of refurbishment This should include consideration and delineation of the access routes and desire lines and new planting, in conjunction with access improvements (see recommendation 126 under 8.2.1) For surveillance the new planting should include low shrubs and ground cover.

130 Between Thornhill Bridge and Islington Tunnel, the
132 canal is well vegetated on both sides. The management
135 of this area needs addressing as the vegetation is
136 encroaching on the towpath and Fife Terrace Residential Moorings For security, especially along the towpath, any gaps in the vegetation need filling with dense low growing shrubs

Landscape & Habitat Creation

116 Presently all that exists along this strip of land adjacent
117 to the towpath is bare earth and a couple of trees There is room here for a strip of planting, primarily climbers with a variety of low growing shrubs to produce a small linear park

119 Along this length there is the opportunity to plant some fast growing climbers up the boundary wall to the towpath to help prevent graffiti.

PUBLIC ART/SIGNAGE/INTERPRETATION

Public Art

113 The existing access point to the canal from Thornhill
122 Bridge is a key focal point, lying directly off the
133 Caledonian Road (A5203) and in the centre of the
141 Copenhagen neighbourhood area It should be highlighted as such.

Signage/Interpretation

115 New up-to-date direction signs should be placed at all
125 entrance points to the canal (next to the canal towpath
134 and at road/street level). They should state the walking
140 distance to the next access/exit point and any points of interest The signs, if possible, should be placed at points that are inaccessible to vandals, otherwise robust designs which are vandal resistant will have to be incorporated. Also there is a need for more historical and wildlife interpretation

COMMUNITY & VISITOR FACILITIES

New Visitor Moorings

120 The Waterside Café, situated at the western side of Caledonian Road, would be an ideal spot for visitor/business moorings This scheme would necessitate the agreement from the private businesses that border the canal This scheme would also benefit the Babushka Café Bar, situated between Thornhill bridge and Thornhill Wharf.

ACCESS FOR ALL

The canal through King's Cross is an important linear park close to residential areas. The towpath provides both an off-road link between homes, schools, shops and work destinations, as well as a local amenity asset. Consultation with community groups demonstrated the value that residents place on the canal environment, as well as the opportunity to improve its accessibility and safety for all users.

Canals provide an ideal way for all sectors of the community, including those with disabilities, to enjoy the environment in a relatively safe vehicle-free setting, with few steep gradients. It is estimated that disabled people make-up 20% of the population. The creation of 'barrier free' access in all its forms can also benefit elderly people, parents with small children and people with temporary impairments. This increases the percentage of the population who can potentially benefit from access improvements to 42%.

In recognition of the importance of developing 'Access For All' on the inland waterways, British Waterways and the Fieldfare Trust have set up a national partnership project to review and promote Access For All and develop new initiatives. As part of this project a guidance note has been produced, "Waterways Access For All" policy document produced by the Fieldfare Trust should be applied in the waterway environment.

The Fieldfare Trust accept that it is not always possible to achieve physical access for everybody across every type of terrain/environment without compromising that environment to an unacceptable extent. It is expected that a 'least restrictive' design approach should be taken so that whatever can be done will be done to enable at least some disabled access to that environment.

Access should not be thought about only in terms of physical access; "The Waterways Access For All" document explains that the provision of information, interpretation and the promotion of schemes are equally important. In line with this the action plan includes proposals for signage and interpretation, ideas for a community/trip boat, underbridge lighting and a canal ranger scheme which could all benefit the less able bodied or parents with young children if designed with all users in mind.

TOWPATH IMPROVEMENTS

As discussed in section 3.1, there is a conflict between pedestrians and cyclists along this route. It is recommended by Sustrans that a 2m wide path is required to enable a cyclist and two pedestrians to pass. A 2m wide path is also recommended in British Waterways Landscape Design Manual as the minimum for a shared use path accommodating cyclists. In the light of these guidelines it is clear to see that the concrete paved path within the towpath along this stretch does not meet these criteria along most of its length, hence part of the problem with the conflict between pedestrians and cyclists. There is no reason why this width cannot be achieved as the full towpath width available would accommodate a 2m wide path for most of this length. To achieve this some grass/shrub verges will have to be sacrificed, but where possible it is recommended to keep them, and even in some places to plant new ones. Hopefully this would go a long way to brining a peaceful co-existence between pedestrians and cyclists.

The surface of the towpath at present is made up of concrete slabs of varying sizes, which were laid by National Grid when high voltage cables were installed beneath the towpath. Apart from their unsightly appearance, the uneven nature of the concrete slab surface in places provides difficulties for disabled users. A minimum upstand of 5mm is recommended in the BT Countryside For All guidelines, a standard which is not achieved at present for this length.

To combat this it is recommended that the path surface is changed where possible in negotiation with National Grid. To meet accessibility standards a hard, firm and smooth surface is required, with very few loose stones, none of which should be bigger than 5mm.

Access to the canal from Thornhill Bridge

The quality of the waterway environmental depends quite heavily on the sympathetic choice of surfacing materials. These should be chosen with care.

Many materials have connotations of 'municipal' pedestrianisation schemes or public highways which would be alien to the canal environment.

If the character and 'canal vernacular' of the waterway is to be retained or enhanced it is important that wherever possible traditional materials: clay bricks, stone setts or flags and crushed stone surfaces are used and that local techniques and patterns are reflected in the new work. However, the needs of different towing path users, particularly those of disabled people need to be considered in the choice of materials.

Along the Regent's Canal the walking surface itself currently comprises a double width of concrete slabs covering a high voltage electricity duct sometimes with concrete or other infill material. During the late 1970s the CEGB installed this duct through a large part of London's waterways.

These exposed aggregate, precast concrete slabs and the occurrence of brick pumping stations at regular intervals make their mark on much of this network. The slabs form quite a good walking surface, but there are problems:

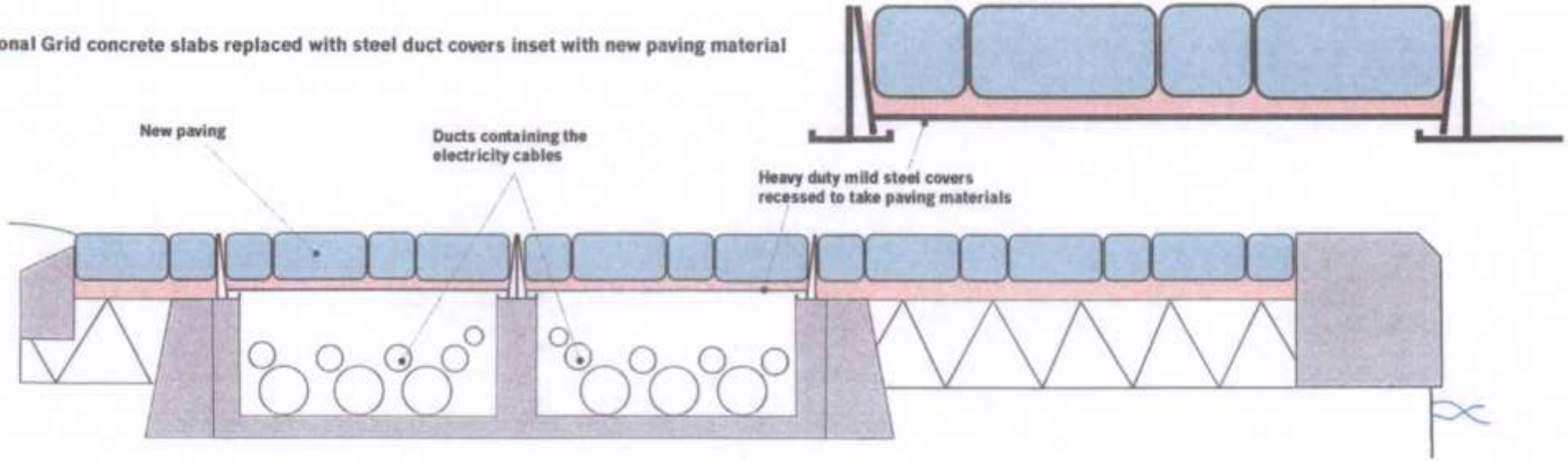
- The alignment of the duct is not always parallel to the waterway itself.
- In places the width of the duct and associated works increases, producing a greater width of surface or areas of unsightly in-situ concrete not related to use of the canal.
- The cable duct is sometimes higher than the finished level of the waterway wall.

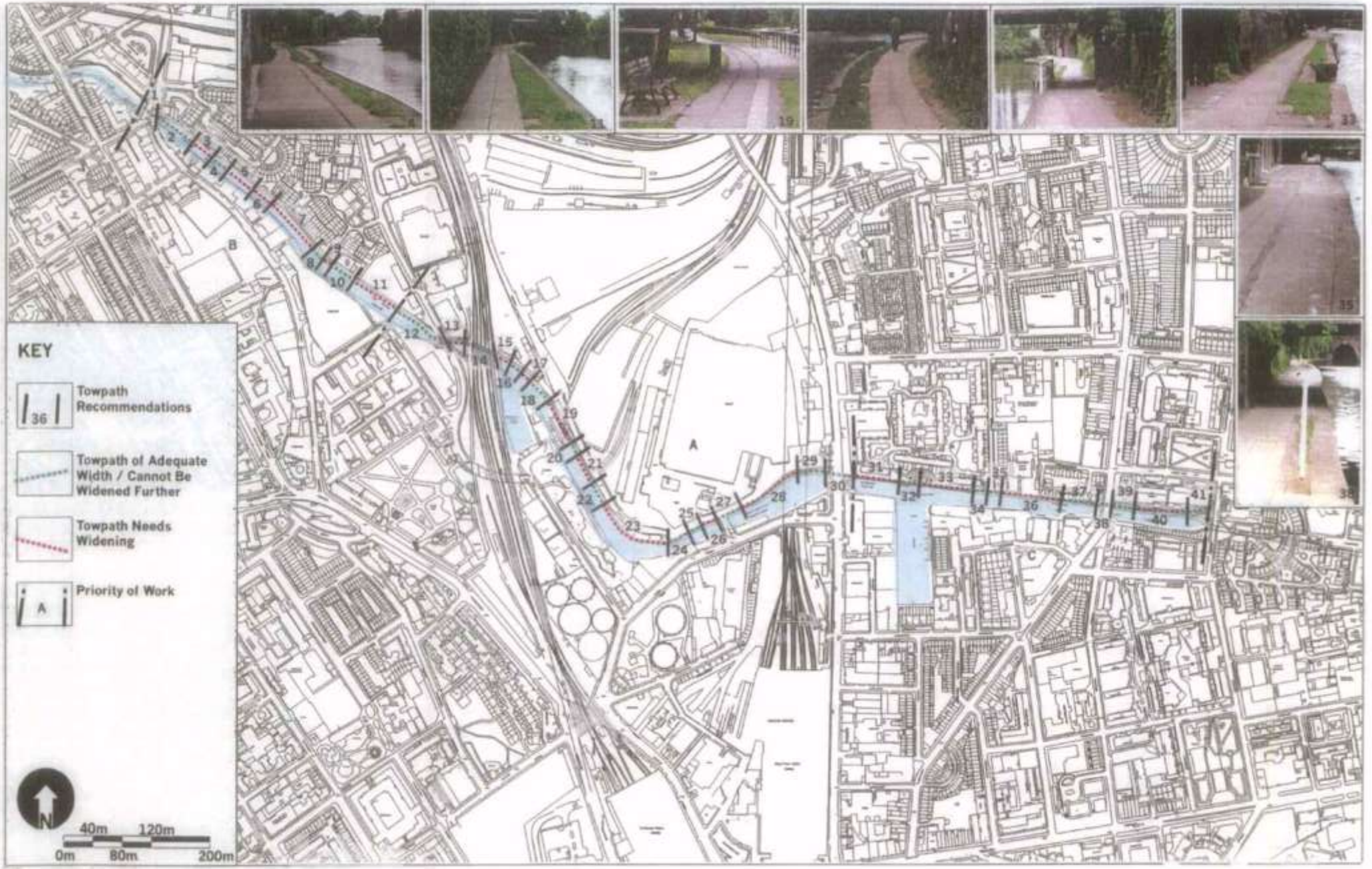
In most areas the cable slabs are bordered by grass which helps to soften the edges and reduces the impact of the concrete.

The grass verges have occasionally been replaced with brick paving in order to reduce the maintenance requirements of grass. This is not an entirely satisfactory solution, as the visually contrasting areas of brick paving vary in width and frequently taper to nothing, leading to large numbers of awkwardly cut bricks. The brick paving also makes the curious alignment of the cable more obvious.

Preliminary discussions with National Grid (September 1993) which have been re-opened this year (1999) suggest that the concrete covers might be changed to allow a unified appearance of surfacing in some locations, providing certain criteria are met, primarily retaining accessibility to the ducts. The original licence agreement (August 1969) includes for possible alterations to the cable duct covers, the licence applying to the altered works as long as they are carried out to the approval of National Grid. Below are examples of how improvements to the surface might be achieved.

National Grid concrete slabs replaced with steel duct covers inset with new paving material




KEY
Towpath Recommendations
Towpath of Adequate Width / Cannot Be Widened Further
Towpath Needs Widening
Priority of Work
A
B
C
N
0m
40m
80m
120m
200m

1.
- Railing extension.
- Resurface towpath.

2.
- Removal of outside verge.
- Resurface towpath.

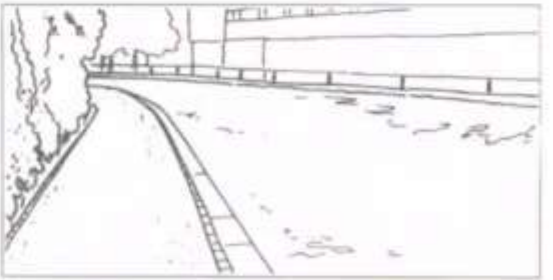
3.
- Removal of inside verge.
- Widen towpath.
- Resurface towpath.

4.
- Extension to outside verge.
- Resurface towpath.

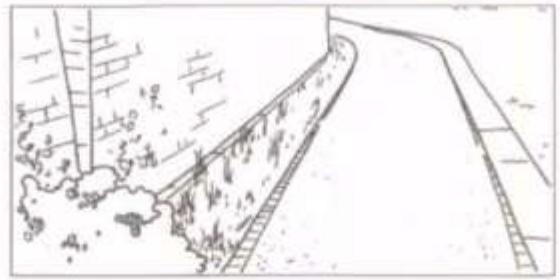
5.
- Removal of outside verge.
- Widen towpath.
- Resurface towpath.

6.
- Removal of outside verge.
- Extension to inside verge.
- Widen towpath.
- Resurface towpath.

7.
- Removal of outside verge.
- Widen towpath.
- Resurface towpath.

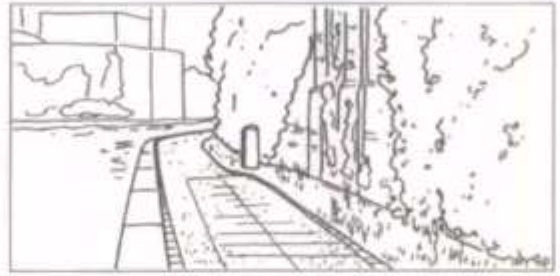


8.
- Extension to inside verge.
- Resurface towpath.

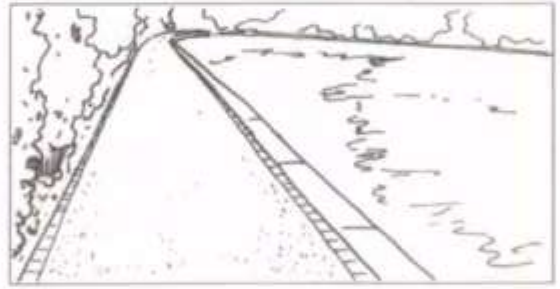


9.
- Removal of outside verge.
- Widen towpath.
- Resurface towpath.

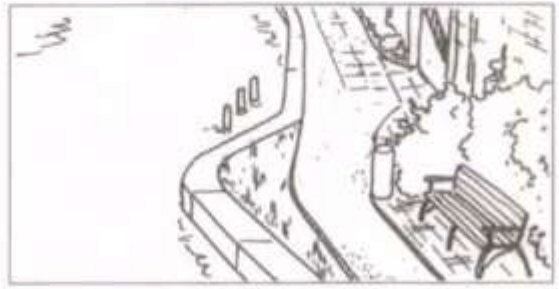
10.
- Extension to inside verge.
- Resurface towpath



11.
- Removal of outside verge.
- Widen towpath.
- Resurface towpath.



12.
- Extension to inside verge.
- Resurface towpath.

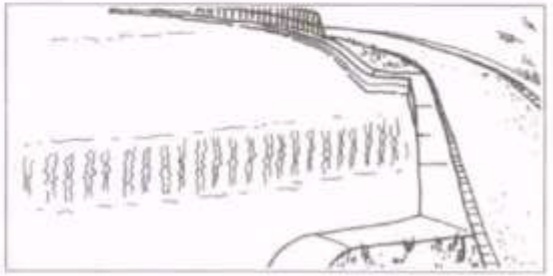


13.
- Part removal of inside verge.
- Widen towpath.
- Resurface towpath.

14.
- Resurface towpath.

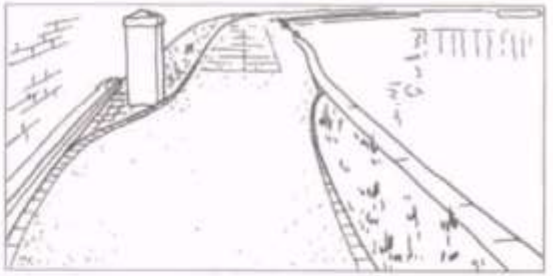
15.
- Resurface towpath.

16.
- Resurface towpath.



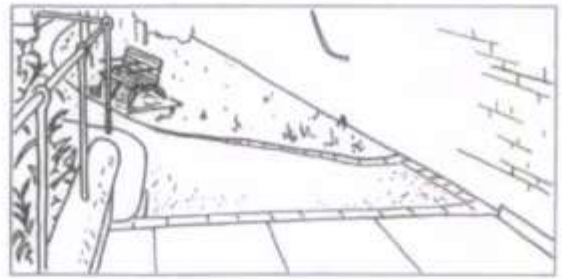
17.
- Removal of inside verge.
- Widen towpath.
- Resurface towpath.

18.
- Extension to inside verge.
- Resurface towpath.

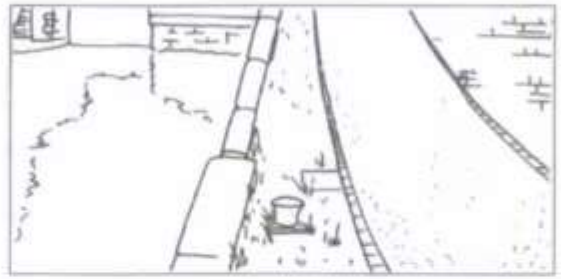


19.
- Part removal of inside verge.
- Extension to outside verge.
- Widen towpath.
- Resurface towpath.

20.
- Railing incorporated on top of towpath bridge.
- Non-slip paint on bridge.



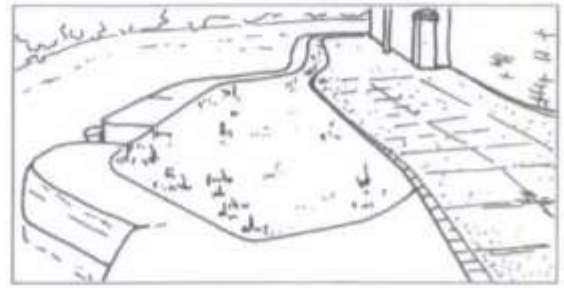
21.
- Removal of inside verge.
- Widen towpath.
- Resurface towpath.



22.
- Removal of inside verge.
- Extension to outside verge.
- Resurface towpath.

23.
- Removal of inside verge.
- Widen towpath.
- Resurface towpath.

24.
- Extension to outside verge.
- Resurface towpath.



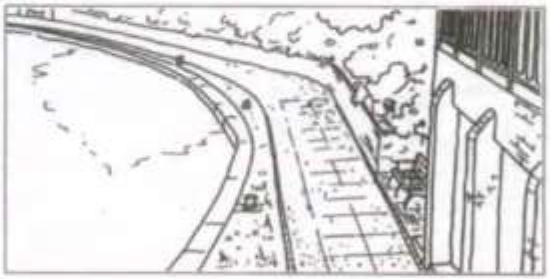
25. • Resurface towpath.

26. • Removal of outside verge.
• Widen towpath.
• Resurface towpath.

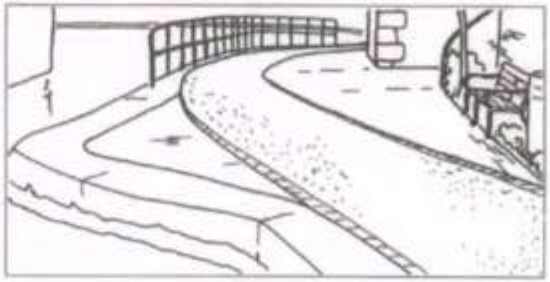
27. • Resurface towpath.

28. • Extension to retaining wall.
• Part removal of inside verge.
• Widen towpath.
• Resurface towpath.

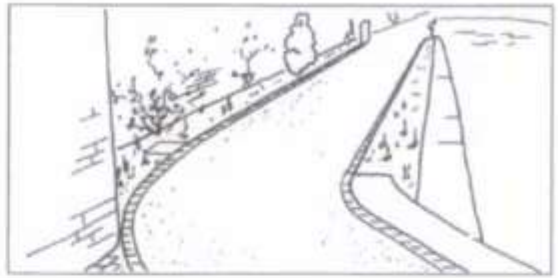
29. • Resurface towpath.



30. • Part removal of brick paving.
• Widen towpath.
• Resurface towpath.

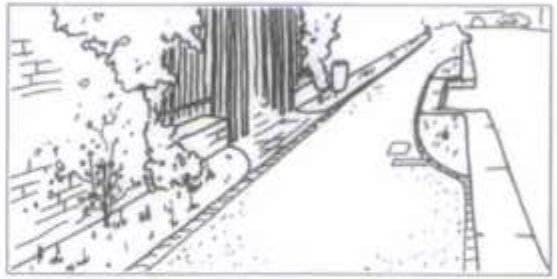


31.
- Part removal of outside verge.
- Widen towpath.
- Resurface towpath.



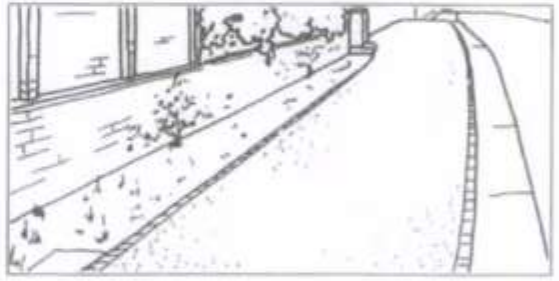
32.
- Extension to inside verge.
- Resurface towpath.

33.
- Part removal of outside verge.
- Widen towpath.
- Resurface towpath.



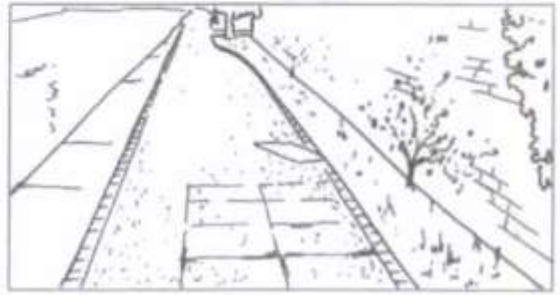
34.
- Part removal of concrete.
- Widen towpath.
- Resurface towpath.

35.
- Resurface towpath.



36.
- Removal of outside verge.
- Part removal of inside verge.
- Widen towpath.
- Resurface towpath.

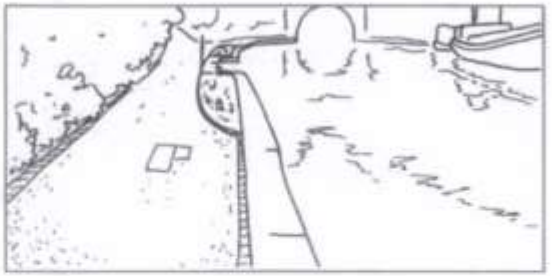
37.
- Resurface towpath.



38.
- Incorporation of railings.
- Resurface towpath.

39.
- Resurface towpath.

40.
- Part removal of outside verge.
- Widen towpath.
- Resurface towpath.

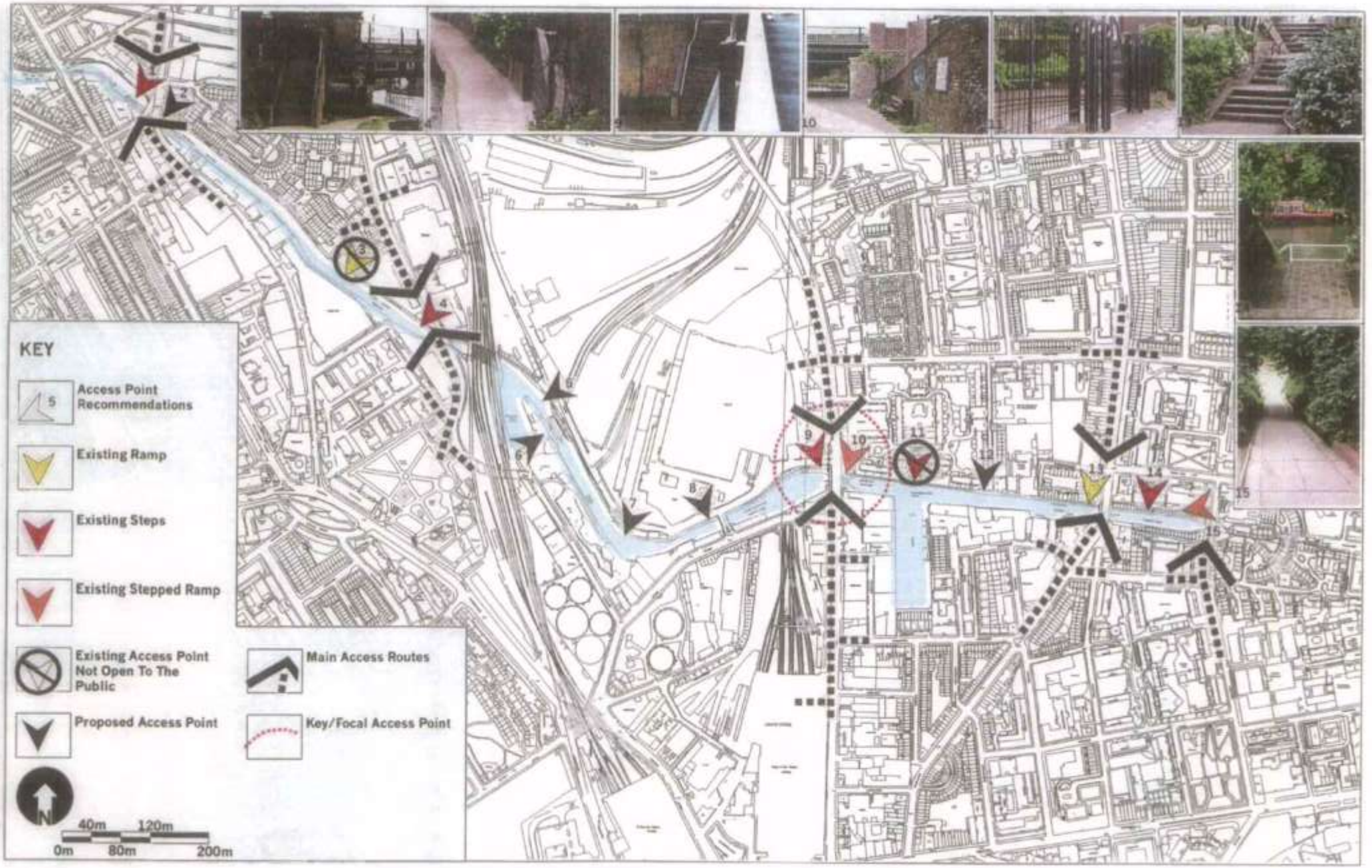


41.
- Resurface towpath.

Fibredec towpath, Grand Union Canal, London

Brick paved towpath, Digbeth Branch Canal, Birmingham

Spray chip towpath, Selby Canal, Selby


KEY
5
Access Point Recommendations
Existing Ramp
Existing Steps
Existing Stepped Ramp
Existing Access Point Not Open To The Public
Main Access Routes
Proposed Access Point
Key/Focal Access Point
N
0m
40m
80m
120m
200m

1 • A planting scheme has been undertaken and opportunities are being pursued to upgrade the existing stepped access, including the creation of a 'window on the waterway and 'gateway marker'

• The views from Gray's Inn Bridge at the entrance to the steps down to the canal are very restricted at present and should be opened up by removing the two stone pillars This will make the entrance more inviting as well as benefiting security with better surveillance.

2 • Possible improvements to the Constitution Public House include a basement bar at canal level, which could include an entrance off the towpath.

3 • Presently there is ramped access from the back of the Jubilee Waterside Centre to the canal towpath for the benefit of the users of the centre The access is shuttered off as it is private At certain times of the day/year, this access point could become a controlled access facility for the residents of Elm Village through consultation between the local community and the Jubilee Waterside Centre

4 • Access to the canal from Oblique Bridge is only available via two flights of steps There is the opportunity here for a ramp being incorporated. A large open area above the steps provides the opportunity for a ramp to be created but the existence of an electricity sub station with underground cables could be a problem The side walls of the steps should still be removed and replaced with railings for better surveillance.

5 • The development of the former railway goods yard next to Wharf Road would lead to increased public use of that area and the then possible need for access to the canal One ideal location lies just above St Pancras Lock where there is room for steps and ramped access.

6 • From Camley Street there is no present public access to St Pancras Lock and lock keeper's cottage garden The opportunity to create an access would need to be discussed with St Pancras Cruising Club, Camley Street Natural Park and any occupiers of the lock keepers cottage and security issues considered.

• If access was obtained from Camley Street to St Pancras Lock, then the possibility of a footbridge across the lock could be investigated This would greatly benefit Camley Street Natural Park which, although the canal is its main public frontage, is only accessible from the towpath by a significant detour via the steps at Oblique Bridge

7 • The position of the former fish and coal offices building adjacent to the towpath would make it a prime building to be renovated with canal usage in mind The filled in arches at its base leading straight onto the towpath would make ideal controlled access points for whatever functions the building takes on.

8 • Goods Way Bridge has no present access to the canal towpath but there is ample opportunity for stepped access from Wharf Road should the former railway goods yards ever get redeveloped.

• There is access at present across Goods Way Bridge from Goods Way through a gate, but it is permanently locked With the possible redevelopment of the former GNR goods yards, the re-opening of this access point could be achieved It is recommended that if the stepped access to the canal is incorporated in the near future on the other side of the bridge, then public access is allowed across the bridge down to the canal towpath.

9 • At present to the west of Maiden Lane Bridge there is only stepped access to the canal towpath. Ramped access is quite feasible from Wharf Road just past the electricity pumping station. It could be very nicely landscaped into the existing vegetated embankment

10 • The existing ramped access from Maiden Lane Bridge is in a state of disrepair. The concrete stepped ramp section is fine, but the hoggin section is very uneven and not suitable for disabled access. This ramp should be resurfaced or even both ramps taken out and replaced with a single ramp with no steps

11 • There is access at present to the canal towpath from Tiber Gardens Pocket Park through the gate but it is permanently locked. With the possible redevelopment of the park as proposed in this document, the reopening of this access point could be achieved

• In looking at the re-design/improvements to Tiber Gardens Pocket Park, a ramp on one side of the park would be quite feasible.

12 • From Treaty Street there is plenty of room to incorporate a new ramped and stepped access to the canal towpath (already on Islington Borough Council's work programme).

13 • Presently there is ramped and stepped access through Thornhill Bridge pocket park to the canal towpath from Caledonian Road, but only the stepped access is in a state of good repair. The ramp would be improved by installing edge restraints (eg brick paving) to help maintain an even surface and reduce maintenance costs

14 • The existing flight of steps here are in good repair and need to be kept in such condition

15 • Improvements to the existing ramped access to the towpath from Muriel Street are required.

In addition to the recommendations made on the previous page, there has been an Access Audit for the Regent's Canal undertaken by the Fieldfare Trust They were invited by British Waterways to contribute to the 'Regent's Canal Action Plan' regarding their expertise on access for people with disabilities. Their findings for the King's Cross stretch of the Regent's Canal (listed below) should be read in conjunction with the recommendations made in this document.

OUTLINE RECOMMENDATIONS FOR ACCESS IMPROVEMENTS TO THE REGENT'S CANAL THROUGH KING'S CROSS – THE FIELDFARE TRUST

The currently recognised national best practice in providing accessible countryside and recreational opportunities for people with disabilities is contained in the **BT Countryside for All Standards and Guidelines – A Good Practice Guide.** This has already been embraced by British Waterways who have subsequently gone on to hone its application to the waterway environment through their own Waterways Access For All document.

An initial access audit has been undertaken on the Regent's Canal following the methodology of the Countryside For All (CFA) Guide. It is considered that despite the canal's course being through London, that the CFA Standard applicable to it is that of 'Urban Fringe and Managed Landscape'.

General Findings

If the CFA Standard for the canal's setting is, as recommended, to be the goal of access improvements, then considerable engineering, operational and programme access projects will be required to meet this target. Though the perception of many may be that a towpath is likely to be among the most accessible of environments, it was found that along the Regent's only a small proportion of the route currently falls within 'Standard'.

Some key issues are set out below:

- None of the current access points to the canal were found to meet the appropriate standard,
- Those access points currently closest to the standard and those with development potential through existing partnership projects often coincide with Borough Boundaries and could therefore be considered priority/strategic nodes in both visitor access and partnership terms;
- The above points also commonly align with either areas of the corridor with the greatest residential population density or focus points for retail commerce,
- Current path construction is often outside the standard through a combination of surface quality (either by specification or maintenance), crossfall/camber and width,
- Short, but often very steep, gradients punctuate the route, particularly at access points to the highway and in the vicinity of locks;
- Traditional brick built bridges commonly restrict the clear walking tunnel required by those with visual impairment;
- There is a chronic lack of opportunities for resting or seating along the canal, a particular requirements of people with stamina limitations (the elderly, those with heart conditions, etc)

Summary of Opportunities for Access Improvements

- York Way (Maiden Lane Bridge) – reconstruct ramp access to max 1:12 gradient with landings for every 830mm height gain.
- Investigate possibilities for re-profiling ramp below St Pancras Lock
- Review seating provision throughout but particularly Royal College Street to York Way.
- Concrete slab lengths also require relaying in places to limit the step heights to 10mm and avoid the gaps between them.
- Passing places are required between St Pancras Lock and York Way and at greater than the standard frequency due to a series of blind bends.
- Caledonian Road – ramped and stepped access is provided through a small amenity garden, small scale re-profiling of the ramp system could bring this point into standard.
- West portal of tunnel – existing ramp out of standard and there would be difficulties within the environment to remedy this, however, improvements could be made to lessen the restriction by providing additional landings if possible and removing the intermittent 1" risers along the ramp
- Limited seating particularly west of the tunnel.

It is stressed that these works relate to the most obvious and important physical works to achieve the minimum standard recommended for this environment, albeit having capitalised the frequency of existing ramped accesses.

These works do not take account of the additional physical improvements which should be made to other existing stepped accesses, shelters, signing and information points An inclusive approach to many of these features is strongly recommended eg combined shelter/seating/information points which, with creativity, can be both the venue and mechanism for the delivery of information and interpretation and therefore, steps toward the enhancement of the visitor experience.

It is additionally recommended that a canal-wide project looks at the way in which access, particularly around bridges, access points and other features, can be improved to meet the needs of people with visual impairments This also applies to the provision of information for those with sensory impairments and learning difficulties. Much of this work would be integral to any programme of physical works on site. It should be complemented by a plan for accessible and accessibility information on the canal which is delivered remote from the canal corridor itself

Conclusion

Much of the Regent's Canal corridor through King's Cross is fortunate, at this time of planning for improved access for disabled people and the enhancement of visitor experiences, to have a number of significant opportunities for development project partnerships

Outlined above are some specific recommendations which, through new projects, will improve access for disabled people, but improved access can also be supported by the adoption of the Countryside For All Standards and its British Waterways' application through current maintenance policy working in incremental fashion as well as new and discretely managed projects.

The issue of disabled people's access to the canal (in its widest sense) should now be both addressed from the outset of any subsequent project development and be integral to its success Key to this will be the involvement of disabled people in genuine partnerships – access that meets the needs of the users and is achievable by the providers.

SUMMARY

The Landscape Appraisal of the canal corridor identified eight character zones leading to the subsequent specific recommendations to improve the appearance and environment along this length of the Regents Canal In this section an inventory is provided of all the recommendations, which to facilitate planning have been divided into five categories, plus the maps showing the location of the recommendations

8 2 Access/Towpath Improvements

8 3 Community Safety

8 4 Landscape/Heritage

8 5 Public Art/Signage

8 6 Community & Visitor Facilities

8 7 Recommendation Location Maps

It may be decided to concentrate resources on one or two types of environmental improvements at a time, for example on Access/Towpath Improvements or on Community Safety Such an approach could be linked to positive promotion involving the local business community, schools and user groups An attempt should be made however to ensure that improvements are spread along the canal so that the benefits are felt throughout the two boroughs and the targets defined for Single Regeneration Budget funding are achieved.

The Action Plan is intended to provide a useful tool to aid financial planning and prioritisation over the remaining three year SRB timescale and it is also hoped that the plan will be added to and developed by various related partners throughout the life of SRB and beyond. A range of information is provided to help the delivery partners for SRB and other bodies, in identifying and progressing projects.

USER GUIDE

Dividing Sheets

Colour sheets separate the Action Plan into six categories of improvements, within which there are sub-categories, eg 'Community Safety', with the sub-groups 'Guardians on the Waterway', 'Underbridge Lighting' and 'Windows on the Waterway'. Each sheet is a montage of photographic examples of best practice elsewhere, to serve as an inspiration in the implementation of the Action Plan and demonstrate the benefits and standards which could be achieved in Kings Cross

Map Ref No

For ease of reference the relevant map number is given so that the location for each recommendation can be easily found It is suggested that the relevant map sheet is consulted to provide a more detailed understanding of the recommendation and its context.

Proposal

At the top of each column under 'Proposal' is a heading indicating the type of recommendation listed below it, for example 'Access Point Improvements' and 'Underbridge Lighting'. The number next to the recommendation is the key to the exact location of the recommendation on the map The text details the proposal for that specific location.

Project Deliverer

For most projects a number of potential partners have been identified, however a single project deliverer will need to be agreed (for both SRB and other projects) who will be responsible for implementing the project The project deliverer does not necessarily have to be the site owner It is recommended that a meeting is held with the key partners responsible for taking the action plan forward in order to identify the delivery mechanism for the short term and priority projects and any others for which funding is available

Potential Partners

British Waterways see partnership as the key to achieving environmental improvements alongside the canal in Kings Cross. For all of the proposals a range of potential partners have been identified; these are not necessarily exclusive and other bodies, community groups, etc could play their part in bringing about the changes Some of these it is anticipated will provide funding whilst others may provide support of a different kind.

Some proposals will inevitably require further liaison with landowners, businesses and, in some cases, user and local community groups. In many instances these bodies or individuals are also the potential partners who should at any rate be consulted

British Waterways should be consulted on all proposals pertaining to the canal corridor and, of course, formal consultation will be required with individual boroughs where planning consent is required.

Timescale

For each proposal a recommended or anticipated timescale for implementation has been given, on a scale of S, M or L, representing:

S = Short Term 1-3 years

M = Medium Term 3-7 years

L = Long Term 7+ years

Some proposals are marked as short to long term projects, because conceivably they could be done in the short term but, due to their location in the Railway Lands, their outcome will rest on the redevelopment of this area.

It is hoped that the Action Plan will be kept updated and that each year a range of projects will be identified by the partners for implementation through SRB and other funding sources.

Priority

A number of recommendations are identified with a star (*) as a priority to be taken forward. These are proposals which were highlighted in community consultation or are considered to lead to significant benefits in relation to the resources required. The majority of the priority proposals are those which are achievable within the short or medium term. A number of longer term projects have however also been identified as priorities due to the benefits that they would bring, eg those associated with the railway lands, and will require time if not financial commitments from the partners in the short and medium term to ensure that the potential for Kings Cross is realised

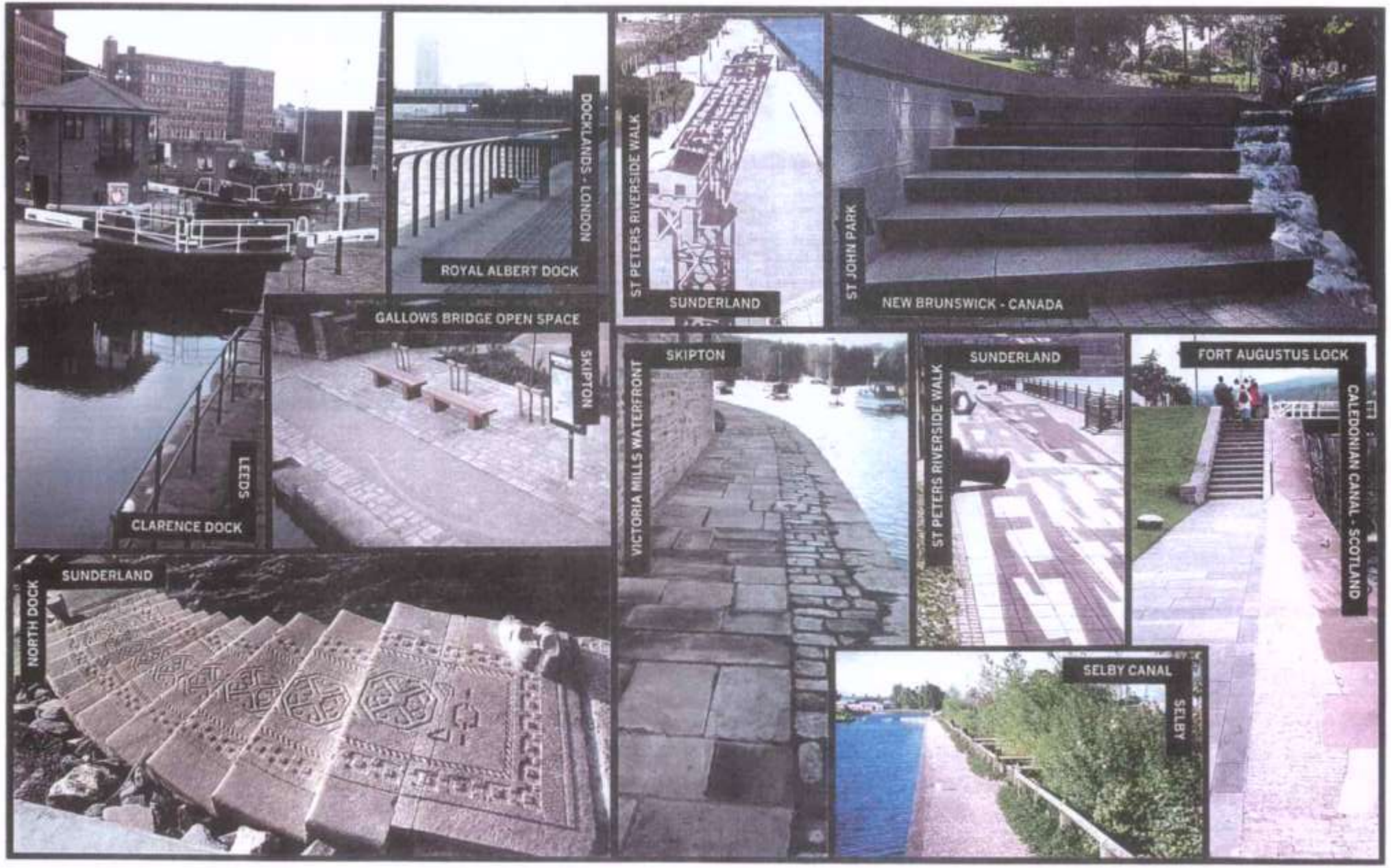
Outline Cost

Outline costs have been prepared for the recommendations to give an indication of the scale of project envisaged. These should only be used as an approximate guide for budget planning and a detailed cost analysis will be essential once the scheme has been progressed to the design stage. Longer term projects, which cannot be clearly defined at this stage, or are dependent on adjacent development, have not been costed.

Comments

This column includes any additional information which might be helpful in taking the project forward, eg landownership, possible consultees, complementary initiatives etc

The Action Plan should not be seen as a static document but as a dynamic tool for budget and project planning This column provides the opportunity for partners to add their own information and updates on how the project will be progressed.


DOCKLANDS - LONDON
ROYAL ALBERT DOCK
ST PETERS RIVERSIDE WALK
SUNDERLAND
ST JOHN PARK
NEW BRUNSWICK - CANADA
GALLOWS BRIDGE OPEN SPACE
SKIPTON
LEEDS
CLARENCE DOCK
VICTORIA MILLS WATERFRONT
SKIPTON
ST PETERS RIVERSIDE WALK
SUNDERLAND
FORT AUGUSTUS LOCK
CALEDONIAN CANAL - SCOTLAND
NORTH DOCK
SUNDERLAND
SELBY CANAL
SELBY

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale/ Priority	Outline Cost	Comments
	ACCESS POINT IMPROVEMENTS						
7.2.1	7	A planting scheme has been undertaken and opportunities are being pursued to upgrade the existing stepped access, including the creation of a 'window on the waterway' and 'gateway marker'.	Groundwork Camden	Constitution Public House British Waterways Groundwork Camden London Borough of Camden	Underway	£20,000	Funding has been provided by British Waterways and Groundwork Camden and the planting implemented by Camden Employment Training. A ramp is available a short distance away and is not therefore considered necessary at this point.
7.2.2	30	Presently there is ramped access from the back of the Jubilee Waterside Centre to the canal towpath for the benefit of the users of the centre. The access is shuttered off as it is private. At certain times of the day/year, this access point could become a controlled access facility for the residents of Elm Village through consultation between the local community and the Jubilee Waterside Centre.		Jubilee Waterside Centre Camden Village Association British Waterways	S	Possibly no physical works costs	Minimal physical works required Consultation/negotiation required between Jubilee Waterside Centre and Camden Village Association
7.2.2	40	Access to the canal from Oblique Bridge is only available via two flights of steps. There is the opportunity here for a ramp being incorporated. A large open area above the steps provides the opportunity for a ramp to be created but the existence of an electricity sub station with underground cables could be a problem. The side walls of the steps should still be removed and replaced with railings for better surveillance.		British Waterways Groundwork Camden London Borough of Camden	S / M*	£10,000 for installation of railings £90,000 for new ramp and gateway	Initial consultation required with local electricity company. Possibility for local artist/community involvement.
7.2.3	83	There is access at present across Goods Way Bridge from Goods Way through a gate, but it is permanently locked With the possible redevelopment of the former GNR goods yards, the re-opening of this access point could be achieved It is recommended that if the stepped access to the canal is incorporated (see recommendation 79, 81 under 8.2.2) in the near future on the other side of the bridge, then public access is allowed across the bridge down to the canal towpath. As a short term project to obtain access across the canal at this point, the technical issues need to be reviewed as to whether the temporary CTRL construction bridge can be upgraded to a permanent bridge or, alternatively, whether the existing Goods Way Bridge could be augmented.		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	S / L*	Possibly very little physical works costs.	Seek through planning gain during the re-development of the Railway Lands.

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale/ Priority	Outline Cost	Comments
	ACCESS POINT IMPROVEMENTS						
7 2 4	97	The existing ramped access from Maiden Lane Bridge is in a state of disrepair. The concrete stepped ramp section is fine, but the hoggin section is very uneven and not suitable for disabled access This ramp should be resurfaced or even both ramps taken out and replaced with a single ramp with no steps.		British Waterways Housing Association London Borough of Islington	S	£50,000	Housing Association ownership.
7 2 4	106	There is access at present to the canal from Tiber Gardens pocket park through the gate but it is permanently locked With the possible redevelopment of the park, as proposed in this document, the re-opening of this access point could be achieved.		British Waterways Housing Association London Borough of Islington	S	Possibly very little physical works costs £15,000	See recommendation 109 in section 8.3.3.
7 2 5	126	Presently there is ramped and stepped access through Thornhill Bridge pocket park to the canal towpath from Caledonian Road, but only the stepped access is in a state of good repair The ramp would be improved by installing edge restraints (eg brick paving) to help maintain an even surface and reduce maintenance costs.		London Borough of Islington	S	£5000	London Borough of Islington ownership. An integrated scheme should be undertaken as part of improvements to the park to include planting/landscape treatment (see recommendations 117 under 8 4 5)
7.2.5	142	Improvements to the existing ramped access to the towpath from Muriel Street are required.		British Waterways London Borough of Islington		£15,000	

Total cost of Access Point Improvements which can be achieved in the short term **£185,000**

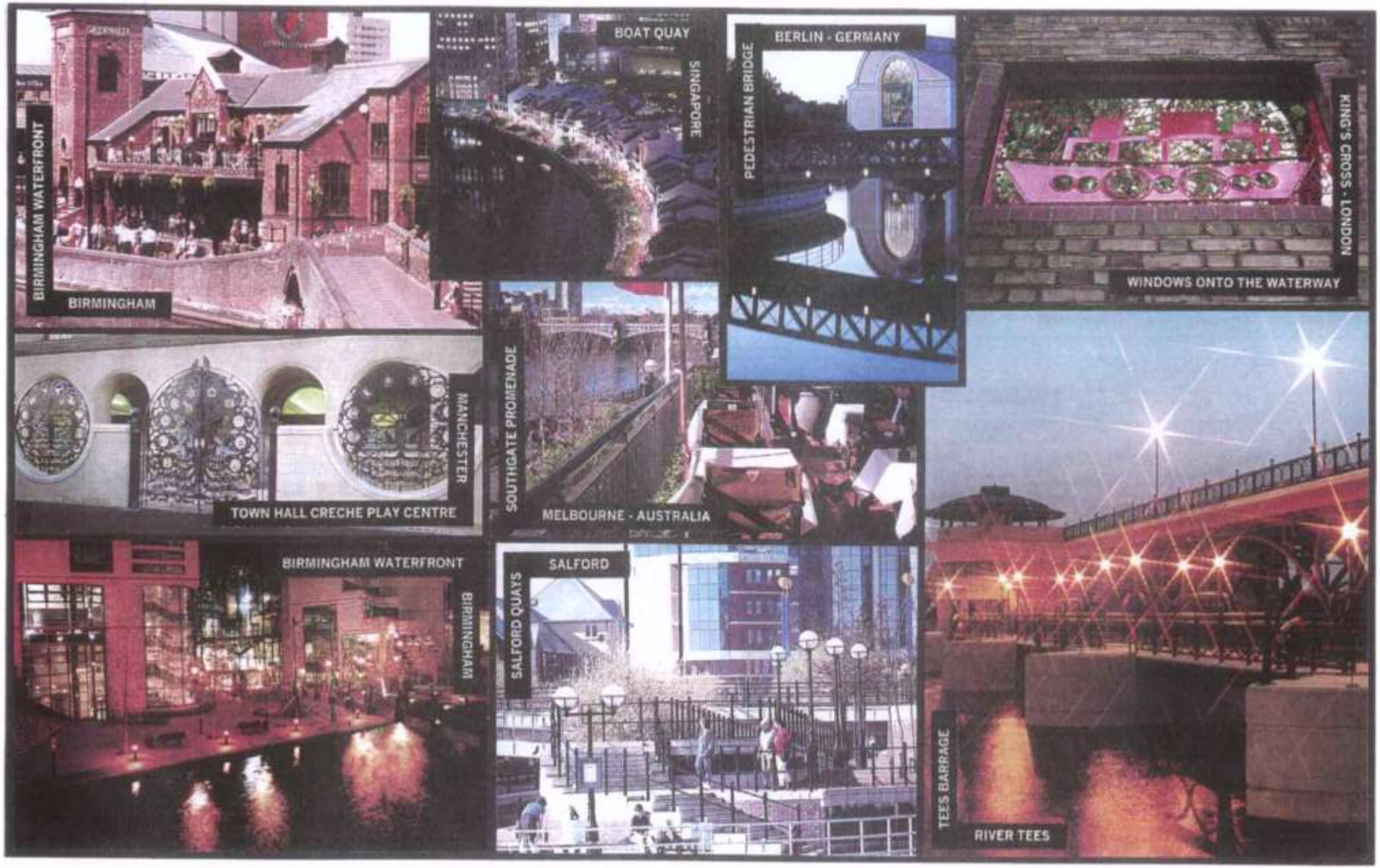
Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale/ Priority	Outline Cost	Comments
	NEW ACCESS POINTS						
7.2.1	9	Possible improvements to the Constitution Public House include a basement bar at canal level, which could include an entrance off the towpath.		Constitution Public House British Waterways	S/M	Further development of proposals required before cost can be assessed	
7.2 3	55	The development of the former railway goods yards next to Wharf Road would lead to increased public use of that area and the then possible need for access to the canal. One ideal location is just above St Pancras Lock where there is room for steps and ramped access.		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	L*	Further development of proposals required before cost can be assessed	Seek through planning gain during the re-development of the Railway Lands.
7 2.3	58	If access was obtained from Camley Street to St Pancras Lock, then the possibility of a footbridge across the lock could be investigated. This would greatly benefit Camley Street Natural Park which, although the canal is its main public frontage, is only accessible from the towpath by a significant detour via the steps at Oblique Bridge.		British Waterways Camley Street Natural Park London Borough of Camden St Pancras Cruising Club	S/M	£10,000	This footbridge would be dependant on access being obtained from Camley Street. Negotiations would be required with the St Pancras Cruising Club
7 2.3	65	From Camley Street there is no present public access to St Pancras Lock and lock keeper's cottage garden The opportunity to create an access would need to be discussed with St Pancras Cruising Club, Camley Street Natural Park and any occupiers of the lock keepers cottage and security issues considered.		British Waterways Camley Street Natural Park London Borough of Camden St Pancras Cruising Club	S/M	£15,000	
7.2.3	71	The position of the former fish and coal offices building adjacent to the towpath would make it a prime building to be renovated with canal usage in mind The filled in arches at its base leading straight onto the towpath would make ideal controlled access points for whatever functions the building takes on.		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	M/L	Further development of proposals required before cost can be assessed	

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale/ Priority	Outline Cost	Comments
	NEW ACCESS POINTS						
7 2.3	79 81	Goods Way Bridge has no present access to the canal towpath, but there is ample opportunity for stepped access from Wharf Road should the former railway goods yards ever get redeveloped		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	M/L	Further development of proposals required before cost can be assessed.	Seek through planning gain during the re-development of the Railway Lands.
7 2.4	90	A ramped access is quite feasible from Wharf Road down to the towpath just past the electricity pumping station It could be very nicely landscaped into the existing vegetated embankment		British Waterways Groundwork Camden London Borough of Camden National Grid National Freight Company London Continental Railways	S*	£50,000	British Waterways ownership
7 2 4 7 2 5	114	From Treaty Street there is plenty of room to incorporate a new ramped and stepped access to the canal towpath		British Waterways London Borough of Islington	S*	£25,000	London Borough of Islington ownership.

Total cost of New Access Points which can be achieved in the short term **£100,000**

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	TOWPATH IMPROVEMENTS						
7.4.1 – 7.4 7	1 – 41	The towpath through Kings Cross is blighted by the presence of concrete paving slabs which follow the course of the National Grid cable line which is laid under the path. A mixture of materials have been used in conjunction with the concrete slabs resulting in an unattractive, poor quality pedestrian surface A towpath improvements scheme is proposed as a priority throughout Kings Cross to improve the image and character of the canal and create a user friendly environment meeting 'Access for All' standards. Comprehensive resurfacing is required, in conjunction with rationalisation of the towpath delineation and width in order to both facilitate access and retain a sustainable grass strip.		British Waterways Groundwork Camden London Borough of Camden London Borough of Islington National Grid	S*	£200,000	Negotiations are under way with National Grid who would be key partners in this project.

Total cost of Towpath Improvements Scheme	**£200,000**


BIRMINGHAM WATERFRONT
BIRMINGHAM
BOAT QUAY
SINGAPORE
PEDESTRIAN BRIDGE
BERLIN - GERMANY
KING'S CROSS - LONDON
WINDOWS ONTO THE WATERWAY
MANCHESTER
TOWN HALL CRECHE PLAY CENTRE
SOUTHGATE PROMENADE
MELBOURNE - AUSTRALIA
BIRMINGHAM WATERFRONT
BIRMINGHAM
SALFORD
SALFORD QUAYS
TEES BARRAGE
RIVER TEES

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	GUARDIANS ON THE WATERWAY						
		A scheme to have 'lollipop type wardens' on the canal during the times for travel to and from school would provide a safe and fun commuter route for school children These might be provided through a parents volunteer rota or as a paid part time post or possibly as part of a Canal Ranger's duties.		London Borough of Camden London Borough of Islington British Waterways Parents Association in particular for: St Michael's C of E Primary School Lady's RC Primary School Copenhagen Primary School Blessed Sacrament RC Primary School	S / M		Negotiations required with local Neighbourhood Associations to progress this idea.
		A Canal Ranger for the King's Cross and Camden areas would provide a port of call for the local community regarding any canal matters, an educational resource for the local community and of course a pair of ears and eyes known to be patrolling the canal. It is also suggested that possibly the role should be one of caretaker to oversee minor maintenance, rather than a passive 'ranger'.		British Waterways London Borough of Camden London Borough of Islington Neighbourhood Associations	S / M		Negotiations required with local Neighbourhood Associations to progress this idea

Total estimated cost of Guardians on the Waterway ranger service £30,000/year	**£90,000**

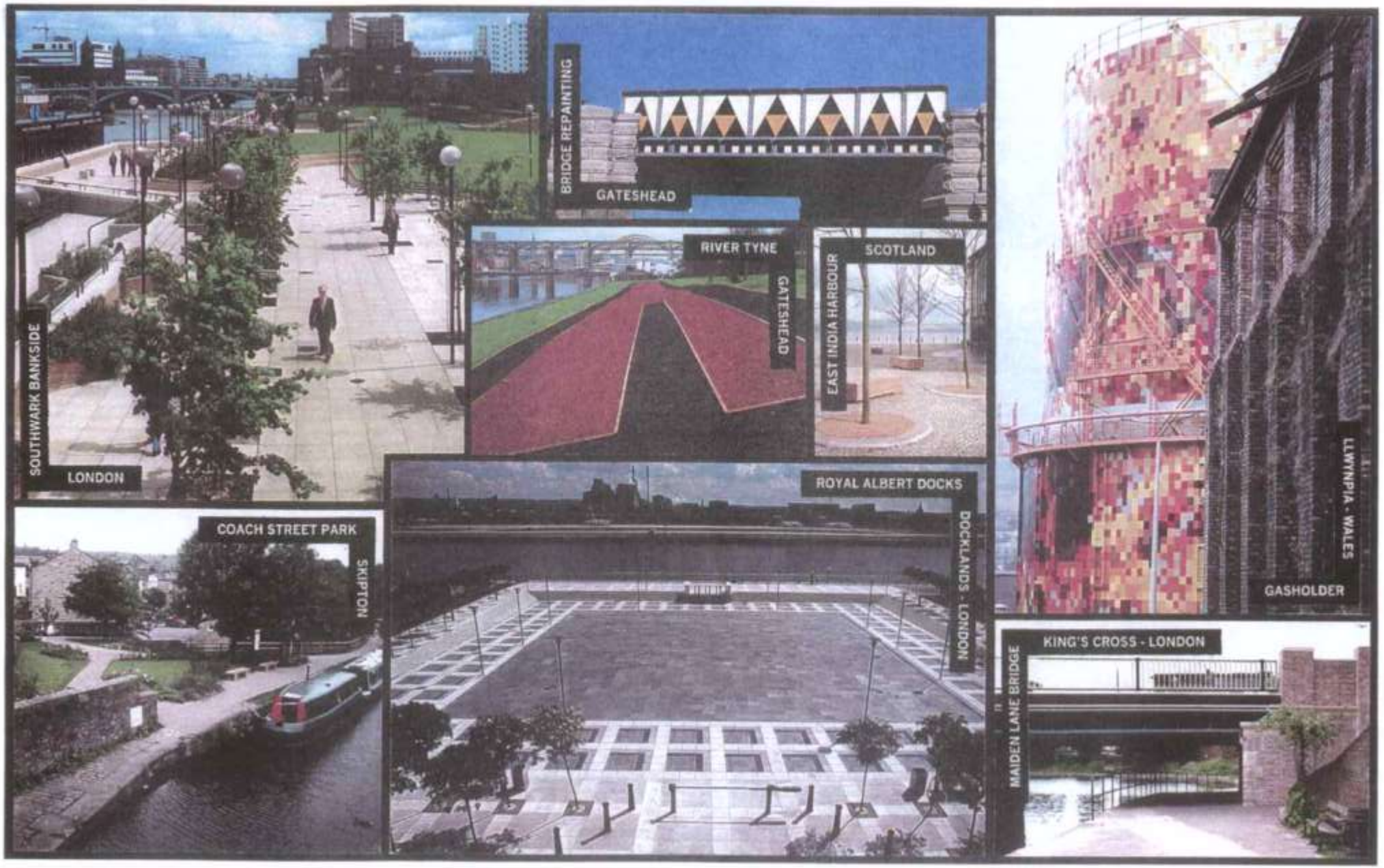
Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	UNDERBRIDGE LIGHTING						
7.2.2	42 46	For better security and surveillance lighting should be installed on the underneath of Oblique Bridge and St Pancras Railway Bridge on the offside.		British Waterways Groundwork Camden London Borough of Camden	S*	£3,000	Groundwork Camden have already completed similar schemes elsewhere on the Regents Canal
7.2.3	80	For better security and surveillance lighting should be installed on the underneath of Goods Way Bridge on the offside.		British Waterways Groundwork Camden London Borough of Camden	S*	£3,000	Groundwork Camden have already completed similar schemes elsewhere on the Regents Canal.
7 2.4	95	For better security and surveillance lighting should be installed on the underneath of Maiden Lane Bridge on the offside		British Waterways London Borough of Islington	S*	£3,000	
7 2 5	128	For better security and surveillance lighting should be installed on the underneath of Thornhill Bridge on the offside		British Waterways London Borough of Islington	S*	£3,000	
7 2 5	139	A floodlighting scheme for the west portal to Islington Tunnel has recently been implemented. This could be extended to light the adjoining embankment.		British Waterways	S*	£15,000	

Total costs for Underbridge Lighting	**£27,000**

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Cost	Comments
	WINDOWS ONTO THE WATERWAY						
7.2 1	4	The views from Gray's Inn Bridge at the entrance to the steps down to the canal are very restricted at present and should be opened up by removing the two stone pillars. This will make the entrance more inviting as well as benefiting security with better surveillance.	Groundwork Camden	British Waterways	S*		Project already being arranged for implementation in 1999/00.
7.2.1	10	The beer garden above the towing path at the Constitution Public House would benefit from the lowering of the brick wall and installation of railings on top, to provide better views down the canal for the patrons as well as benefiting security, with better surveillance for canal users		Constitution Public House British Waterways Groundwork Camden	S	£20,000	
7 2.2	37	There is an open street scene above the canal towpath wall, with potential views down to the canal. Vegetation has now taken over which should be totally cleared from the top of the wall The top of the wall and the railings then need to be inspected for safety and replaced if needed to reinstate the views to the canal and improve and security with better surveillance.		British Waterways Groundwork Camden London Borough of Camden	S*	£5,000	Opportunity for volunteer involvement in scrub clearance works
7.2.3	54	St Pancras Lock lies hidden beneath Wharf Road and St Pancras railway line on the offside. The installation of railings in places by lowering the wall along Wharf Road would provide the users of Wharf Road attractive views down to the lock, as well as making the lock's presence known and providing better surveillance for security issues along this length.		Developers British Waterways London Borough of Camden St Pancras Cruising Club PADT National Freight Company London Continental Railways	S*	£30,000	Opportunity for artist and community involvement in the railing design perhaps including an artist residency period at a local school. If looked at as a short term project, the future re-development of the Railway Lands needs to be considered and how this might affect future access to the canal As a long term project, improved access and a more open relationship to the waterway should be sought through planning gain in the re-development of the Railway Lands.
7.2.3	67	As part of the proposed Camley Street Natural Park improvements, a new visitor centre is intended to replace the old one, but this time extend right out to the canal bank This would provide unimpeded views up and down this stretch of the canal.		Camley Street Natural Park (Wildlife Trust)	S / L		Feasibility Study has been carried out by Camley Street Natural Park Funding package currently being arranged

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Cost	Comments
	WINDOWS ONTO THE WATERWAY						
7 2 3	75	The site of the former Goods Way Nature Areas has great potential for a café/bar canalside development with unimpeded views up to St Pancras Lock and east to Maiden Lane Bridge. Its location on the outside bend of the canal would provide the opportunity for unrivalled surveillance for security issues along this length. This prime site located between St Pancras and King's Cross stations could also be used for siting a pedestrian footbridge across the canal to the former Coal & Fish offices.		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	S / L*		As a short term project, this area's frontage could be opened up to the canal and used as a sitting/eating area for workers on the development site.
7.2.4	87	From Wharf Road there are presently very few viewing places down to the canal and Goods Way moorings. The installation of railings in places, by lowering the wall along Wharf Road along with the replacement of the existing temporary railings, would provide the users of Wharf Road with better views down to the canal and moorings, along with increased surveillance for security issues along this length		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	S / L*	£25,000	If looked at as a short term project, the future re-development of the Railway Lands needs to be considered and how this might affect future access to the canal As a long term project, improved access and a more open relationship to the waterway should be sought through planning gain in the re-development of the Railway Lands.
7 2 4	109	Tiber Gardens Pocket Park is in an ideal location to benefit from views straight down Battlebridge Basin and up and down the canal Unfortunately this is presently not realised The introduction of railings instead of walls would provide users of the park with a relaxing environment with attractive views of the canal, as well as better surveillance for security issues along this stretch		British Waterways Housing Association London Borough of Islington PADT Copenhagen Primary School Blessed Sacrement RC Primary School	S*	£20,000	Park is presently owned by a Housing Association Opportunity for artist and community involvement in the railing designs perhaps including an artist residency period at a local school.
7.2 5	138	The present improvements to Muriel Street Tunnel Portal should improve the view from Muriel Street right down to Maiden Lane Bridge, providing an impressive vista and good surveillance along this stretch of the canal Further improvements are required to land above the tunnel and to the side of the tunnel portal to compliment this scheme	London Borough of Islington	British Waterways	Partially completed	£25,000	

Total costs of 'Windows onto the Waterway' Projects **£125,000**


SOUTHWARK BANKSIDE
LONDON
BRIDGE REPAINTING
GATESHEAD
RIVER TYNE
GATESHEAD
EAST INDIA HARBOUR
SCOTLAND
LLWYNPIA - WALES
GASHOLDER
COACH STREET PARK
SKIPTON
ROYAL ALBERT DOCKS
DOCKLANDS - LONDON
MAIDEN LANE BRIDGE
KING'S CROSS - LONDON

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale / Priority	Outline Cost	Comments
	HERITAGE FEATURE IMPROVEMENTS						
4.2	7	Through necessity a mixture of materials have been used when undertaking repairs to the lockside over the years A comprehensive lockside enhancement scheme is proposed at this key focal point to include appropriate new high quality surfacing whilst retaining original features such as the granite setts on the towpath side.		British Waterways London Borough of Camden London Waterways Partnership	S*	£40,000	
4.2	8	St Pancras Lock Cottage is a grade II listed building General condition is good, however, the building is in need of some repair. The general structure of the building requires some attention.	British Waterways	Kings Cross Partnership	Project under way		
4.2	14	The former Coal & Fish Offices is a very impressive building curving with the canal and adds greatly to the character of the canal corridor Great effort should be made in bringing use back to this building and re-integrating it with the waterway.		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	L		
4 2	3	A pair of stop locks from the Second World War provide an interesting heritage feature which could be restored.		British Waterways London Borough of Camden	S / M	£2,000	
4.2	15	This second pair of stop locks from the Second World War are very much in need of some repair		British Waterways London Borough of Camden	S / M	£2,000	
4.2	19 23	These two Horse Ramps could be sensitively restored as examples of their type. This could include restoring the original stone copings above the water line.		British Waterways London Borough of Islington	S / M	£2,000	

Total cost of Heritage Feature Improvements achievable in the short term	**£46,000**

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	BOUNDARY IMPROVEMENTS						
7.2 1	14	The frontages to the industrial units on the offside of this stretch are very uninspiring and in need of some general landscaping Uniform railings could be incorporated, which could be a standard design used throughout this study length representing its historical past as the 'railway lands'. The commercial premises should be encouraged to use their available land next to the canal as canalside open space where their workforce can go and sit outside during breaks. This would increase surveillance along this quieter stretch of the canal.		British Waterways Groundwork Camden London Borough of Camden Various industrial owners	S / M*	See below	Negotiations will be required with the industrial premises' owners
7 2 1 7.2.2	22	The frontage to the Ericsson factory appears to be a very under used space With some additional landscaping and seating this area could form an attractive public frontage to the factory and provide a canalside open space for use by employees The increased use of this area would also benefit the perceived and actual security of towpath users through increased surveillance		British Waterways London Borough of Camden Ericsson	S / M*		Negotiations will be required with Ericsson
7.2.2	24	One abutment is all that remains of this former railway bridge which should be conserved for its historic interest in this rather sterile stretch of canal. Sensitive repair works should be undertaken and plants removed from the brickwork in order to safeguard the structure, whilst graffiti removal is also required.		British Waterways Groundwork Camden London Borough of Camden	S		Repairs to use conservation techniques appropriate to the historic fabric with any replacement bricks or repointing chosen to match the existing brickwork and mortar A non-chemical graffiti removal system such as Jos system is recommended.
7.2.2	41 48	The existing railings underneath Oblique Bridge and St Pancras railway bridge need to be made good where they are in a state of disrepair and repainted		British Waterways Groundwork Camden London Borough of Camden	S*		
7 2 2 7 2.3	50	The fence along the wall between St Pancras Basin and St Pancras Railway line is in a state of disrepair and needs replacing, along with the wall being made good where appropriate		British Waterways St Pancras Cruising Club Railtrack	S / L		Further investigation will be required to check if this section of railway line will be affected by the Channel Tunnel Rail Link
7 2 3	61	There is a safety issue here with the towpath crossing a raised bridge over a filled-in basin entrance Simple robust railings should be installed along the edge of the bridge		British Waterways Groundwork Camden London Borough of Camden	S*		

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	BOUNDARY IMPROVEMENTS						
7.2.3	76	From Camley Street Natural Park to Goods Way Bridge there is the opportunity to pull down the existing wall and open up the canal corridor Possibly a promenade type walk/sitting area could be created along this stretch		Developers British Waterways London Borough of Camden National Freight Company London & Continental Railways	S / L*		As a short term project, this frontage could be opened up to the canal and used as a sitting/eating area for workers on the development site (see recommendation 7.5, 8.3.3).
7.2 3 7 2.4	85	From Goods Way Bridge to Maiden Lane Bridge to improve on sight lines and security, the top of the retaining wall at the back of the towpath should be replaced with railings Where the wall has already been removed, the temporary railings need to be replaced with good permanent railings Careful thought needs to go into their design to complement the surrounding 19th century railing architecture		Developers British Waterways London Borough of Camden National Freight Company London Continental Railways	S / L*		If looked at as a short term project, the future re-development of the railway lands needs to be considered and how this might affect future access to the canal. As a long term project, improved access and a more open relationship to the waterway should be sought through planning gain in the re-development of the railway lands.
7.2.4	86	On the offside of the canal next to the Maiden Lane Bridge lies a garage which does not contribute to the canalside environment. To help mask its appearance there are gaps in the wall along the canal edge between the canal and the garage which could be topped with railings.		British Waterways BP London Borough of Camden Groundwork Camden	S		
7.2.4	102	The new brick warehouse on the west side of the entrance to Battlebridge Basin does not blend very well with the surrounding canal vernacular. There is a small strip of land between the building and the canal which could be landscaped and also the mock brick arches in the side of the building would provide a good canvas for artwork reflecting the canal/railway scenes.		British Waterways London Borough of Islington Warehouse tenants PADT Community Artists Copenhagen Primary School Blessed Sacrament RC Primary School	S / M		Opportunity for a Community Arts Project to be set up with an artist working with local schools

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	BOUNDARY IMPROVEMENTS						
7 2 4	103 110	At present there is a wall separating the majority of Tiber Gardens from the canal towpath To open up views and improve on the security surveillance, the wall could be lowered and topped with railings.		British Waterways Housing Association London Borough of Islington PADT Copenhagen Primary School Blessed Sacrement RC Primary School	S*		The park is presently owned by a Housing Association. There is an opportunity for artist and community involvement in the railing designs, perhaps including an artist residency period at a local school.
7 2.5	127 129	Thornhill Bridge would benefit from painting and having more appropriate railings installed across its length.		British Waterways London Borough of Islington	S		

Total costs for Boundary Improvements **£180,000**

Estimated costs of pursuing individual canalside boundary improvements are difficult to determine without the owner's or tenant's involvement It is proposed that the most effective way to take this forward would be through the creation of a boundary improvements initiative based on a 75% SRB grant scheme. This could be managed by Groundwork Camden at a total cost of £60,000 per annum for 3 years

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	GRAFFITI TREATMENT						
7 2.1	12 16 18	This stretch of retaining wall is very badly covered in graffiti which needs widespread removal. Once removed, an effective long-term solution would be to cover these vulnerable walls with climbing plants		British Waterways Groundwork Camden London Borough of Camden Thames 21	S		Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.
7.2.2	25	One abutment marks the site of a former railway bridge and provides some historic interest on this somewhat featureless stretch Graffiti removal is required, a non-chemical system is recommended (such as Jos) so that no damage is done to the historic brickwork.		British Waterways Groundwork Camden London Borough of Camden Thames 21	S		Refer to Thames 21's 'first appraisal of local environmental quality on the Regents Canal'
7.2.2	29	The Jubilee Waterside Centre has a shuttered door in the canalside wall for access from a wheelchair lift. This door needs the graffiti removed and spraying with anti-graffiti paint.		British Waterways Groundwork Camden London Borough of Camden Thames 21 Jubilee Waterside Centre	S		Negotiations will be required with the Jubilee Waterside Centre. Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.
7.2.2	43 47	Oblique Bridge and St Pancras Railway Bridge are covered in graffiti and it is recommended that this is removed and an anti-graffiti paint applied.		British Waterways Groundwork Camden London Borough of Camden Thames 21 Railtrack	S*		Negotiations may be required with Railtrack over access to the bridge. Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.
7.2.3	69	The retaining wall alongside the towpath has graffiti in places which should be removed.		British Waterways Groundwork Camden London Borough of Camden Thames 21	S		Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.
7.2.4	93 99	There is a lot of graffiti immediately next to Maiden Lane Bridge, particularly on the side of the electricity sub-station. This needs removing and to ease future cleaning costs, some form of anti-graffiti measure should be considered This could take the form of locally designed and painted murals on the electricity sub-station.		British Waterways Groundwork Camden London Borough of Camden Thames 21 National Grid PADT Blessed Sacrament RC Primary School Copenhagen Primary School	S*		Negotiations will be required with National Grid. Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'. A community artist could involve local schools in the design of a mural.

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	GRAFFITI TREATMENT						
7 2.5	118	Along this length of boundary wall to the towpath there are patches of graffiti which need removing and in the long term can be combated by the planting of fast growing climbers		British Waterways London Borough of Islington Thames 21	S		Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.
7.2.5	124	In Thornhill Bridge Pocket Park some of the walls are badly covered in graffiti which needs removing To combat this problem in the long term, thick shrub planting can be incorporated along the base of the walls to prevent access to the walls, or the wall could be used for a mural		British Waterways London Borough of Islington Thames 21 Residents Associations/ Community Group PADT	S*		Consider setting up a community arts initiative to involve young people in a positive way in the canal environment Refer to Thames 21's 'First appraisal of local environmental quality on the Regents Canal'.

Total cost of Graffiti Treatment = £25,000 per annum over 3 years **£75,000**

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	LANDSCAPE & HABITAT IMPROVEMENTS						
7.2 1	1	This south facing bank would benefit from being thickened up with some additional native planting to benefit the existing habitat for invertebrates and small birds This area should not be manicured. Smaller lighter foliage species would help in increasing the surveillance from the flats above. Eradication of Japanese knotweed is also required		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S*	£1,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden. The eradication of Japanese Knotweed requires a sustained programme over a period of 3-5 years (see guidance in Section 6).
7.2 1 7.2.2	21 26 28 31	Good ivy covered walls need to be maintained and any gaps planted up to help prevent graffiti Any contract works on the towpath need to be made aware of the vulnerability of ivy roots. Buddleia is growing in places near the top of the wall, which needs to be managed as it is breaking up the wall in patches. This could lead to additional costs through repair works to the wall following investigation		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S*	£1,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7 2.2	35	An attractive strip of vegetation on the offside which could be enhanced for wildlife. Requires rubbish clearance and the replacement of sycamore saplings with more appropriate native species. There is also room for extra tree, shrub and wildflower planting, whilst nestboxes for birds could be provided.		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S	£2,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7 2.2	44 49	Opportunity for landscape and habitat improvement Proposed re-grading of the bank above the towpath wall, with additional topsoil and planting of groundcover shrubs to increase the understorey.		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S	£4,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.2	45	This secluded offside bank is ideal for birds Rubbish should be cleared and shade-tolerant climbers planted against the wall with Camley Street. A kingfisher bank was made here during the 1980s. A grey wagtail or pied wagtail nestbox could however be installed in this area		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S	£1,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden Seek advice from British Waterways' Ecologists.

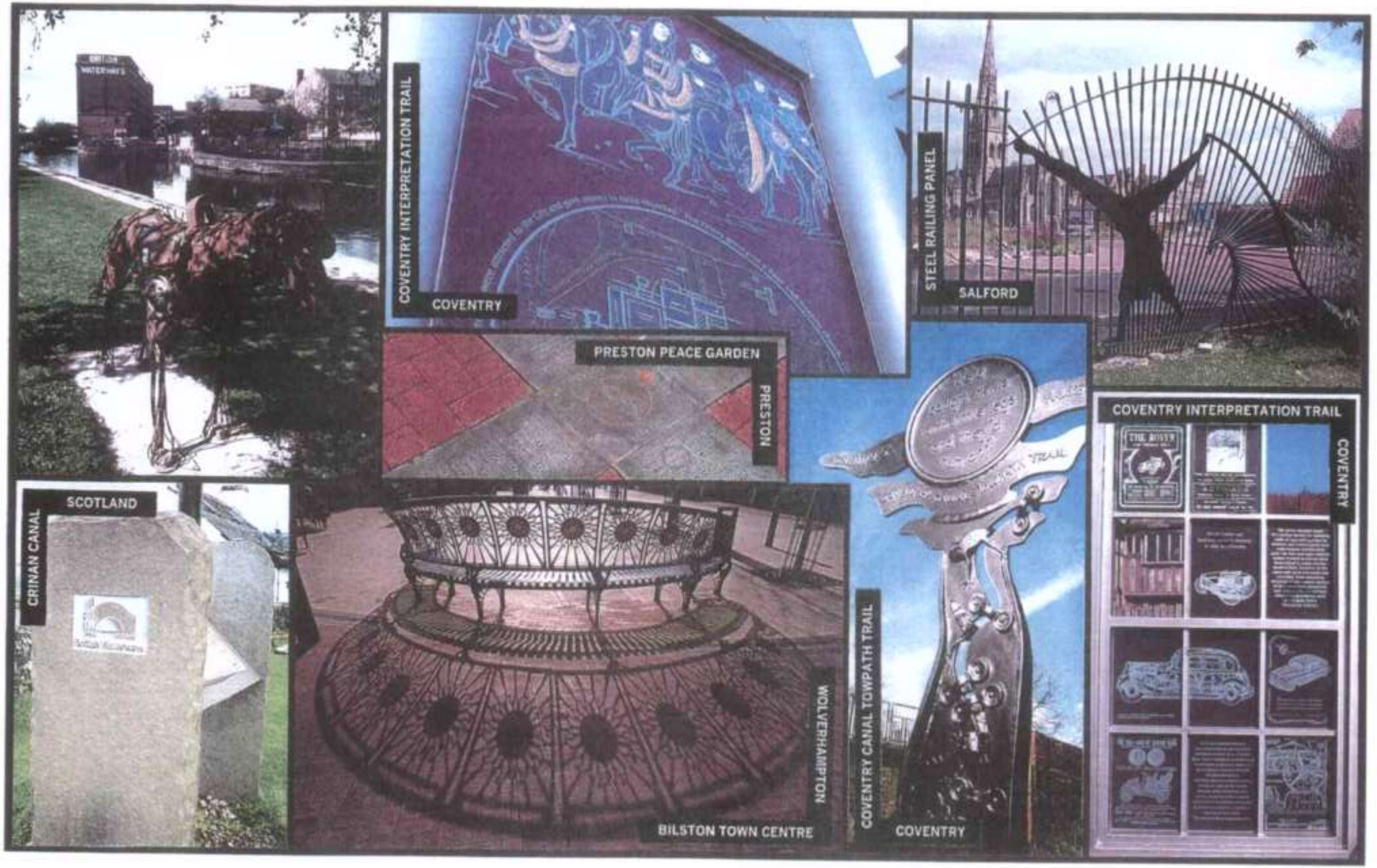
Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	LANDSCAPE & HABITAT IMPROVEMENTS						
7.2.3	57	There is an attractive lock keeper's cottage garden on the offside of St Pancras Lock which would benefit the canal users by its better integration to the lock side and some new garden tree and shrub planting. The possibility of its use by the public with access from Camley Street could be explored.		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit St Pancras Cruising Club Friends of Regents Canal	S	£2,000	Negotiations will be required with St Pancras Cruising Club.
7.2.3	60	An ideal location for a linear pocket park next to St Pancras Lock. With the opportunity of access from Wharf Road, the possible developments in the former railway goods yards and its beautiful location, it could become a very visited area		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S		See recommendation 7 under 8.4.1.
7.2 3 7 2 4	84	Unmanaged bank next to Goods Way Moorings. Opportunity for habitat improvement and management.		British Waterways London Borough of Camden London Ecology Unit Goods Way Moorers Friends of Regents Canal	S	£1,000	Negotiations will be required with the Goods Way Moorers. Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7 2 4	88	The embankment between the towpath and the retaining wall is well vegetated but there are quite a few gaps which present security problems, lending themselves for hiding places To still keep sight lines from Wharf Road down to the canal and help alleviate the security problems it is suggested that groundcover and low growing shrubs are planted throughout this section.		British Waterways Groundwork Camden London Borough of Camden London Ecology Unit Friends of Regents Canal	S*	£4,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.4	104	Opposite Battlebridge Basin is Tiber Gardens Pocket Park which, at present, is only open to residents of Tiber Gardens, even though there is a gate onto the canal towpath which is locked If opened to the public the planting design would need to be reviewed and some species replaced in order to provide an environment in which visitors feel safe.		British Waterways London Borough of Islington Housing Association Friends of Regents Canal	S / M	£2,000	Negotiations will be required with the Housing Association who own the park.

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	LANDSCAPE & HABITAT IMPROVEMENTS						
7.2.5	123	Thornhill Bridge Pocket Park provides a very pleasant tranquil entrance to the canal but is in need of refurbishment This should include consideration and delineation of the access routes and desire lines and new planting, in conjunction with access improvements (see recommendation 126 under 8.2.1). For surveillance the new planting should include low shrubs and ground cover		British Waterways London Borough of Islington Friends of Regents Canal	S	£3,000	Owned by London Borough of Islington.
7.2 5	130 132 135 136	Between Thornhill Bridge and Islington Tunnel, the canal is well vegetated on both sides. The management of this area needs addressing as the vegetation is encroaching on the towpath and Fife Terrace residential moorings. For security, especially along the towpath, any gaps in the vegetation need filling with dense low growing shrubs.		British Waterways London Borough of Islington Fife Terrace Moorers Friends of Regents Canal	S	£3,000	Negotiations will be required with the Fife Terrace Moorers
	Total cost of Landscape & Habitat Improvements					**£24,000**	

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	LANDSCAPE & HABITAT CREATION						
7.2.1	3	The wall and fence along this stretch of the offside boundary are an ideal location for the planting of shade-tolerant climbers for aesthetic greening of the corridor.		Groundwork Camden London Ecology Unit Industrial Premises Owner Friends of Regents Canal	S / M	£2,000	Negotiations will be required with the owner of the industrial premises Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.1	13 15 17	Open expanse of retaining wall, very prone to graffiti. Plant fast growing climbing plants Also some wild flowers are found at the base of the wall and plugs of selected wild flowers could be planted to encourage diversity appropriate to the locality.		British Waterways Groundwork Camden London Ecology Unit Friends of Regents Canal	S	£2,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden
7.2.1	19	The existing strip of land between the canal and the backwall of this building is an ideal place for planting climbers and shrubs along with a nestbox fixed on the building for habitat creation/aesthetic greening of the corridor.		British Waterways Groundwork Camden London Ecology Unit Industrial Premises Owner Friends of Regents Canal	S / M	£2,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden Negotiations will be required with the owner of the industrial premises
7.2 3	51	This sparsely vegetated length next to the towpath wall would benefit from the planting of some new shrubs and climbers.		British Waterways Groundwork Camden London Ecology Unit Friends of Regents Canal	S	£3,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden
7.2.4	101 112	Open expanse of retaining wall which would benefit from climbing plants being planted along its length Also the planting of plugs of selected wildflowers at the base of the wall would contribute to this stretch This will help prevent graffiti.		British Waterways London Borough of Islington Friends of Regents Canal	S	£2,000	
7.2.5	116 117	Presently all that exists along this strip of land adjacent to the towpath is bare earth and a couple of trees. There is room here for a strip of planting, primarily climbers with a variety of low growing shrubs to produce a small linear park		British Waterways London Borough of Islington Friends of Regents Canal	S	£3,000	
7.2.5	119	Along this length there is the opportunity to plant some fast climbers up the boundary wall to the towpath to help prevent graffiti.		British Waterways	S	£2,000	
Total cost of Landscape & Habitat Creation						**£16,000**	

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	AQUATIC PLANTING						
7.2.1	11 20	The canal bank is made of very prominent metal sheet piling which forms both an unattractive water's edge and provides no support for wildlife Opportunities should be sought to create a soft water's edge through the use of geotextiles to support marginal vegetation		British Waterways London Ecology Unit London Waterways Partnership Groundwork Camden	S	£2,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.2	33	Next to the steel piling there is room for a floating boom to be set up and the planting of appropriate aquatic plant species including reed and bulrush These should be protected by a temporary fence of hazel hurdles in the water.		British Waterways London Ecology Unit London Waterways Partnership Groundwork Camden	S	£3,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2 3	59	Establish marginal and aquatic plants in the disused lock next to the towpath This would necessitate reduction in the water depth, at the edge which could be achieved using inert material and the planting of aquatic marginal species, possibly using coir rolls.		British Waterways London Ecology Unit London Waterways Partnership Groundwork Camden	S	£3,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden
7 2 3	74	On this wide corner of the canal bounding Camley Street Natural Park and Goods Way Nature Area there is room for the installation of a floating boom and the planting of appropriate aquatic species, including reed and bulrush. These should be protected by a temporary fence of hazel hurdles in the water		British Waterways London Ecology Unit London Waterways Partnership Groundwork Camden Camley Street Natural Park	S	£3,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.4	89	Between Goods Way Moorings and Maiden Lane Bridge the canal is very wide with sufficient room for the installation of a floating boom and the planting of appropriate aquatic species, including reed and bulrush These should be protected by a temporary fence of hazel hurdles in the water.		British Waterways London Ecology Unit London Waterways Partnership Groundwork Camden	S	£3,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.
7.2.5	131	To the east of Thornhill Bridge on the offside there is a strip of steel piling to the edge of the canal which could be softened through the introduction of marginal species possibly using geotextiles (eg pre-planted coir rolls)		British Waterways London Ecology Unit London Waterways Partnership	S	£1,000	Refer to the 'Regents Canal Survey in Camden' done by the London Ecology Unit for Groundwork Camden.

Total costs of Aquatic Planting	**£15,000**


COVENTRY INTERPRETATION TRAIL
COVENTRY
STEEL RAILING PANEL
SALFORD
PRESTON PEACE GARDEN
PRESTON
COVENTRY INTERPRETATION TRAIL
COVENTRY
CRINAN CANAL
SCOTLAND
WOLVERHAMPTON
BILSTON TOWN CENTRE
COVENTRY CANAL TOWPATH TRAIL
COVENTRY

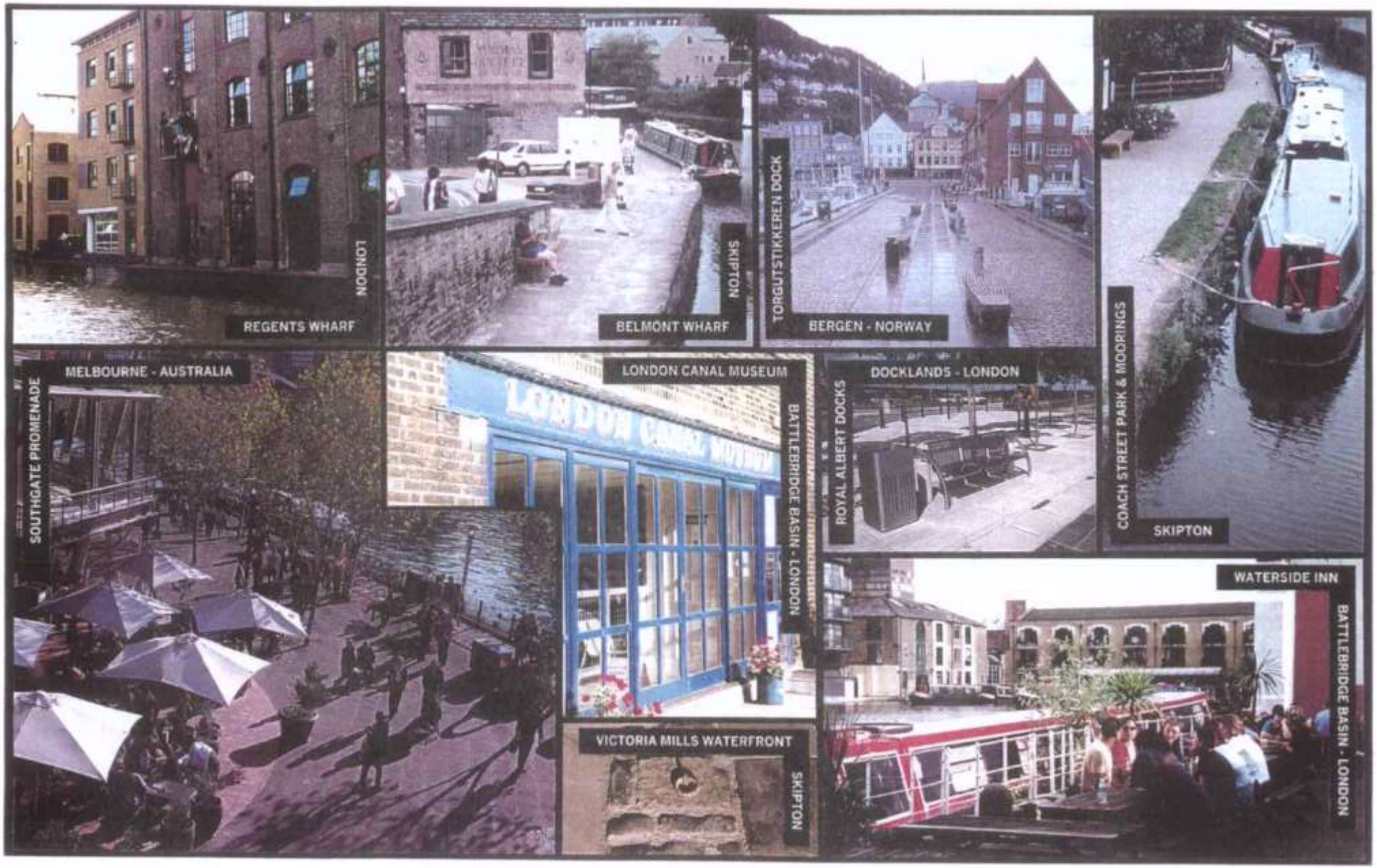
Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	PUBLIC ART/SIGNAGE/INTERPRETATION						
7.2.1 – 7.2.5	See below for ref nos.	**A Public Art/Signage/Interpretation Programme** There is considerable scope for the use of public art to raise the profile of the canal from key road crossings and create a more inviting entrance. The art could involve the local community and draw upon the history and environment of the canal in its local context. Interpretation and signage could be integrated as part of a public art programme serving as gateway markers to the canal. These need to include up-to-date direction signs which should be placed at all entrance points to the canal (next to the canal towpath and at road/street level). They should state the walking distance to the next access/exit point and any points of interest. The markers should be robust designs which are vandal resistant and placed at points that are inaccessible. The project should include off site interpretation of the canal from Kings Cross Railway Station , with a trail leading the visitor to the waterway. This could comprise an artwork motif, eg of a narrowboat, set into the pavement or boundary walls on the route from the station.		British Waterways Groundwork Camden London Borough of Camden London Borough of Islington PADT Railtrack and operators	See below	£120,000	As well as the partners, discussions need to be held with the local Neighbourhood Associations, to find out any further local information ideal for interpretation. Refer to "The Waterways Access For All" document by British Waterways and the Fieldfare Trust which explains that access should not be thought about only in terms of physical access, but that the provision of information, interpretations and the promotion of schemes are equally important.
7.2.1 – 7.2 5		To complement the arts/interpretation programme, the opportunity should be taken to produce an attractive leaflet on the Regents Canal in Kings Cross. This would interpret the canal's history, environment, features of interest and nearby facilities/attractions.		British Waterways London Borough of Camden London Borough of Islington London Waterways Partnership London Canal Museum Greater London Industrial Archaeology Society (GLIAS) Camley Street Natural Park			Such a leaflet would be beneficial to both locals and visitors and could be available at a range of outlets including Kings Cross Railway Station, The London Canal Museum, Platform 12 shopping development, Camley Street Natural Park, local libraries and schools, trip boat operators. Outline cost £6,000?

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	PUBLIC ART/SIGNAGE/INTERPRETATION						
7 2 1	5 6	This is a key access point to the canal directly adjacent to the St Pancras Way (local distributor). It serves Elm Village and the two primary schools of St Michael's C of E and Lady's RC are very close by It should be highlighted as a key nodal point for access to the canal		British Waterways Groundwork Camden London Borough of Camden PADT St Michael's C of E Primary School Lady's RC Primary School Greater London Industrial Archaeology Society (GLIAS) London Ecology Unit London Canal Museum Camley Street Natural Park	S / M*		The art could be developed through an artist working with the local schools.
7.2.1 7.2.2	23 32	At the back of the Ericsson factory there is an open gravel area with some specimen trees. This area would make a suitable display area for public art, away from public access but highly visible.		British Waterways Groundwork Camden London Borough of Camden PADT Ericsson	M / L		Negotiations will be required with Ericsson.
7 2 2	38 39	This is a more low key access point to the canal within close proximity of St Pancras Hospital and St Pancras Gardens and Elm Village. Its presence needs to be highlighted from St Pancras Gardens		British Waterways Groundwork Camden London Borough of Camden PADT St Pancras Hospital Greater London Industrial Archaeology Society (GLIAS) London Ecology Unit London Canal Museum Camley Street Natural Park	S / M*		The art could be developed through an artist working with patients at St Pancras Hospital.

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	PUBLIC ART/SIGNAGE/INTERPRETATION						
7.2.3	53 56 64 66 72 73 78 82	All these locations are proposed access points to the canal and are all very dependent on the future outcome of the Railway Lands. The proposed access point to St Pancras Lock from Wharf Road should be seen as a key focal point, with potential access to the locks, St Pancras Basin, St Pancras Lock Keeper's Cottage and Camley Street Natural Park.		British Waterways Groundwork Camden London Borough of Camden PADT Developers National Freight Company London Continental Railways Greater London Industrial Archaeology Society (GLIAS) London Ecology Unit London Canal Museum Camley Street Natural Park	S / L*		The art could be developed through an artist working with patients at Camley Street Natural Park.
7.2.4	91 92 96 98 105 107	At Maiden Lane Bridge the existing access point to the canal should be seen as the major focal point entrance to the canal in this area and should be highlighted as such. The access points are directly off York Way (A5200) leading from King's Cross Station and St Pancras Station and lie on the boundary between Camden and Islington at the entrance to the Railway Lands		British Waterways Groundwork Camden London Borough of Camden London Borough of Islington PADT Developers National Freight Company London Continental Railways Greater London Industrial Archaeology Society (GLIAS) London Ecology Unit London Canal Museum Camley Street Natural Park	S / L*		The art could be developed through a competition to promote the canal and railway lands, acting as an entrance focal point linking Camden and Islington

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	PUBLIC ART/SIGNAGE/INTERPRETATION						
7.2 5	113 115 122 125 133 134 140 141	The existing access point to the canal from Thornhill Bridge is a key focal point, lying directly off the Caledonian Road (A5203) and in the centre of the Copenhagen neighbourhood area. It should be highlighted as such		British Waterways London Borough of Islington PADT Copenhagen Primary School Blessed Sacrament RC Primary School Greater London Industrial Archaeology Society (GLIAS) London Ecology Unit London Canal Museum Camley Street Natural Park	S / M*		The Art could be developed through an artist working with patients at St Pancras Hospital.

Total cost of Public Art/Signage/Interpretation Programme	**£120,000**

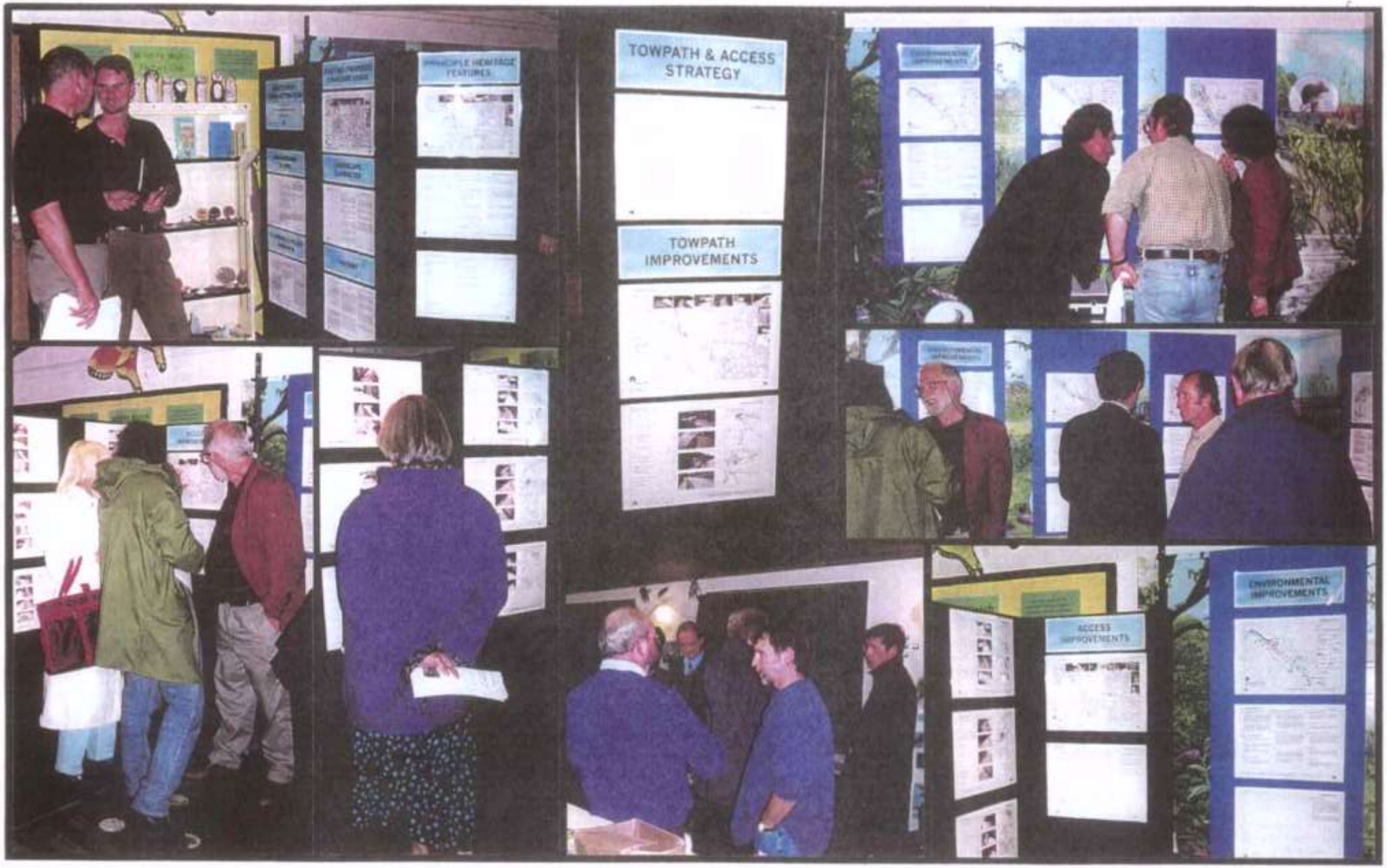

REGENTS WHARF
LONDON
BELMONT WHARF
SKIPTON
TORGUTSTIKKEREN DOCK
BERGEN - NORWAY
COACH STREET PARK & MOORINGS
SKIPTON
MELBOURNE - AUSTRALIA
SOUTHGATE PROMENADE
LONDON CANAL MUSEUM
BATTLEBRIDGE BASIN - LONDON
DOCKLANDS - LONDON
ROYAL ALBERT DOCKS
VICTORIA MILLS WATERFRONT
SKIPTON
WATERSIDE INN
BATTLEBRIDGE BASIN - LONDON

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	COMMUNITY/TRIP BOATS						
7.2 4	111	With the redevelopment of King's Cross and the proposed higher profile given to the London Canal Museum, more visitors can be expected, giving rise to the potential for a trip/restaurant boat based at the museum This could do trips west, through Regent's Park and east, down to Limehouse Basin.		British Waterways London Borough of Camden London Borough of Islington Groundwork Camden London Canal Museum London Waterways Partnership Trip Boat Operator	M / L		
		A community narrowboat/floating classroom to serve this stretch of the canal would be beneficial to all. A preferred location would be from Camden Lock or Battlebridge Basin. This could be used for educational purposes linked to the London Canal Museum, as well as for promotion to engender business support for the canal environment. If a new community narrowboat is not feasible, discussions could be held with the Islington Narrowboat Association who run a community narrowboat from City Road Basin to see if this facility could be extended into the Kings Cross Area.		British Waterways London Boroughs Groundwork Camden London Waterways Partnership Islington Narrowboat Association London Canal Museum Friends of Regents Canal London Canals Committee	S*	£40,000 for new boat	Although based at the London Canal Museum this could serve a wider area than Kings Cross, with other Boroughs benefiting from and contributing to the scheme. Revenue costs of annual maintenance would need to be met by the partnership, as well as the provision of a Community Liaison post to run the initiative on a full or part time basis, possibly as a secondment scheme with voluntary support.

Capital costs of a Community Narrowboat/Floating Classroom	**£40,000**

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	NEW OR IMPROVED MOORINGS						
7.2.2	27	The Jubilee Waterside Centre would benefit from having some mooring bollards so it could be used by the proposed new community narrowboat (9.6.1) or the existing community narrowboat based at City Road Basin Especially with its ramped access to the canal, the moorings would provide an access for all facility to the canal for the local community of Elm Village, to use a community narrowboat.		British Waterways London Borough of Camden London Waterways Partnership Jubilee Waterside Centre Islington Narrowboat Association	S	£1,000	Discussions would need to be held with the Jubilee Waterside Centre over the viability of this project
7.2.3	68	The provision of visitor moorings along the canalside is an aspiration within Camley Street Natural Park's development plan, primarily to act as a stopping off point for the local community narrow boats. It is envisaged that general public admission via the visitor moorings would have to be by appointment only.	Camley Street Natural Park	London Waterways Partnership	S / M	£1,000	Project has already been initiated by Camley Street Natural Park.
7.2.3	70	The 3 residential moorings alongside Camley Street Natural Park are favourably looked on by the park as they act as security for the park. The canal bank forming these moorings is in a state of disrepair and requires attention for its upgrading. Also the present state of services needs looking at for any attention needed		British Waterways London Borough of Camden London Waterways Partnership Camley Street Natural Park Moorers	S / M	-	Bank condition survey required to determine order of works and cost implication = this is being currently investigated.
7 2 4	100	To the east of York Way there is potential for approximately six visitor moorings There already exists a secure flight of steps to York Way itself. This scheme would necessitate the agreement from the private businesses that border the canal. All that would be required would be new mooring bollards, signage and possibly some services.		British Waterways London Borough of Islington London Waterways Partnership Industrial Premises Owners	M / L	£3,000	
7.2.5	120	The Waterside Café situated at the western side of Caledonian Road would be an ideal spot for visitor/business moorings. This scheme would necessitate the agreement from the private businesses that border the canal and would also benefit the Babushka Café Bar, situated between Thornhill Bridge and Thornhill Wharf		British Waterways London Borough of Islington London Waterways Partnership Private Businesses along Thornhill Wharf	S / M	£10,000	Discussions would need to be held with all the private businesses along Thornhill Wharf to ascertain the project's viability.
Total cost of New or Improved Moorings						**£15,000**	

Map Ref No	Proposal		Project Deliverer	Potential Partners	Timescale /Priority	Outline Cost	Comments
	BASIN & WATERSPACE OPPORTUNITIES						
7.2.1	2	The old basin that lies filled-in beneath the forecourt at Eagle Wharf presents an opportunity for re-discovery and re-use, with the potential for navigational access to the canal should the opportunity ever arise.		British Waterways London Borough of Camden London Waterways Partnership Industrial Premises Owner	L	Unknown at this stage	Negotiations will be required with the Industrial Premises Owner.
7.2.3	62 77	The Coal & Stone and Granary Basins lie filled-in beneath the forecourt/warehouses of the former GNR Goods Yard. These basins could be excavated, reinstated and connected back to the canal. The Coal & Stone Basin presently has the best potential of navigational access to the canal with the Granary Basin being constrained by the high voltage cables laid under the towpath, but its use for navigation should still be a long term objective. The reinstatement of these basins would reveal an important part of King's Cross' industrial heritage and offer recreational and townscape opportunities. The possible reinstatement of these basins will be a matter for the selected development partners to consider as part of the wider masterplan exercise of the King" Cross central development site, as such it will be a long-term objective.		British Waterways London Borough of Camden London Waterways Partnership National Freight Company London Continental Railways Developer	L*	Unknown at this stage	Negotiations need to be started early in order to influence any plans for the re-development of the Railway Lands.
7.2.3	63	As a long term objective, the Coal & Stone and Granary Basins could be linked together with a new canal arm through the former GNR Goods Yard. Such a project would raise the profile of the development of King's Cross, adding a great attraction to the new townscape of the 'railway lands' and numerous recreational opportunities. The possible new canal arm will be a matter for the selected development partners to consider as part of the wider masterplan exercise of the King's Cross central development site		British Waterways London Borough of Camden London Waterways Partnership National Freight Company London Continental Railways Developer	L	Unknown at this stage	Negotiations need to be started early in order to influence any plans for the re-development of the Railway Lands


TOWPATH & ACCESS STRATEGY
TOWPATH IMPROVEMENTS
ACCESS IMPROVEMENTS
ENVIRONMENTAL IMPROVEMENTS

PUBLIC CONSULTATION MEETING – 24 JUNE 1999

Agenda

6 30pm
- Arrive
- Refreshments

6 45pm
- Welcome
- Introductions of relevant parties
- History of the project and partnerships
- Crime Audit
- Brief for delivery plan, outline of funding
- Evening programme
- What will happen next?

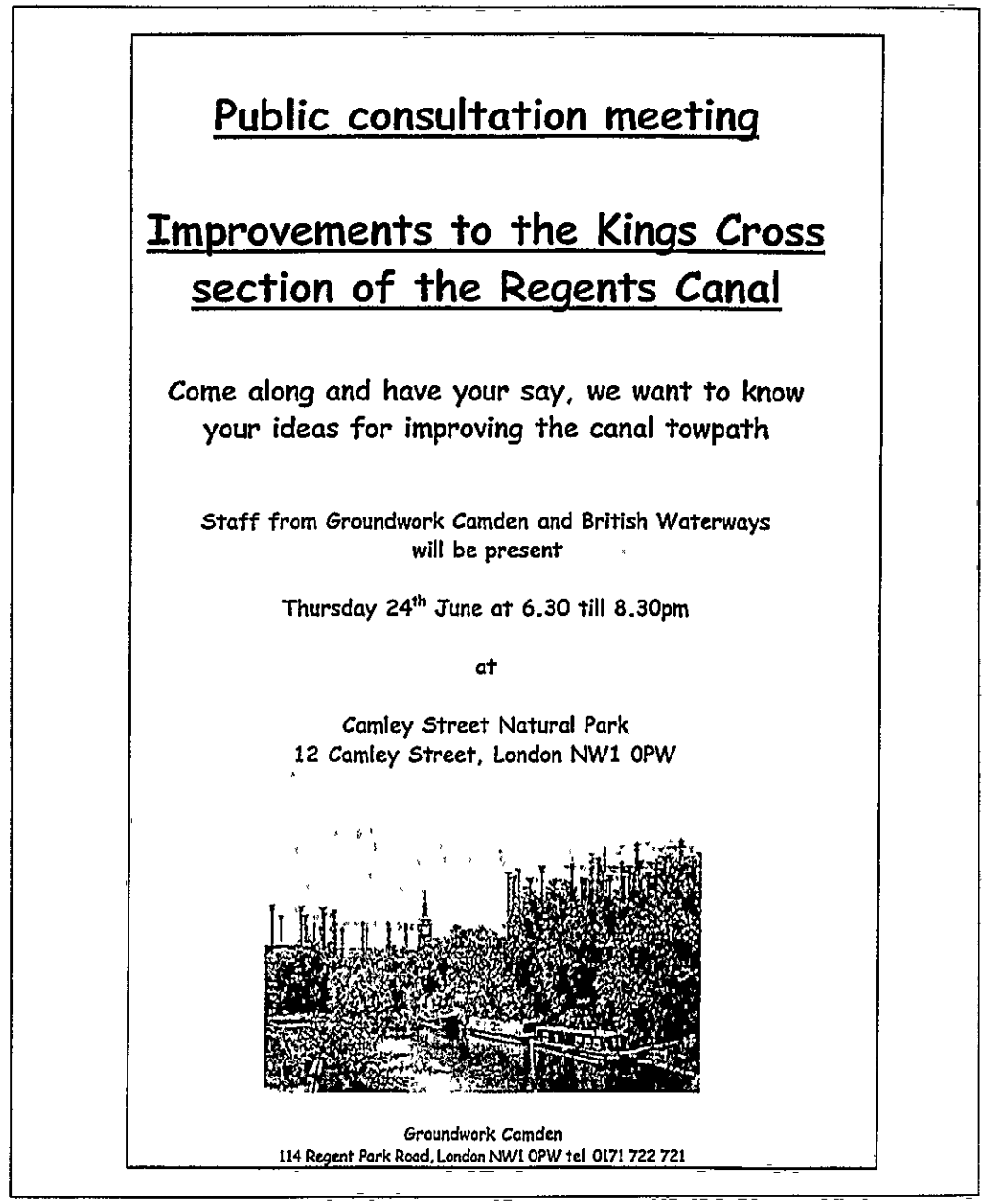
7 00pm
- Divide into groups
- Identification of problems and issues, mark on the map
- Elect a spokesperson

7.30pm
- Group feedback

7.40pm
- Opportunities and design to be marked on the map

8.00pm
- Where British Waterways are now – initial ideas

8 10pm
- Sum up
- Response from the exercise
- Opportunities
- What is happening next?
- Thanks


Public consultation meeting
Improvements to the Kings Cross section of the Regents Canal
Come along and have your say, we want to know your ideas for improving the canal towpath
Staff from Groundwork Camden and British Waterways will be present
Thursday 24th June at 6.30 till 8.30pm
at
Camley Street Natural Park
12 Camley Street, London NW1 0PW
Groundwork Camden
114 Regent Park Road, London NW1 0PW tel 0171 722 721

Flyer for public consultation meeting on 24 June 1999

PUBLIC CONSULTATION MEETING

PRESENTATION OF THE DRAFT KING'S CROSS CANAL ACTION PLAN BY BRITISH WATERWAYS

British Waterways has been surveying a stretch of the Regents Canal from St Pancras Way to the Islington Tunnel and has now prepared a draft action plan proposing a range of environmental improvements for the area following an initial round of public consultation in June/July 1999. The study has been funded by the King's Cross Partnership and has focused on issues ranging from accessibility to safety The report will ultimately be presented to the King's Cross Partnership to form an action plan for a programme of works funded through the Partnership

Please come along and have your say
We want to know your views on the proposals

Wednesday 15th September 1999

6.30pm Arrive/Refreshments
7.00pm till 8.30pm Meeting

at
Camley Street Natural Park
12 Camley Street, London NW1 0PW

An exhibition of the draft King's Cross Canal Action Plan will be on display for viewing between 9.00-5.00 Mon/Thurs & 11.00-5.00 Sat/Sun Monday 13th - Sunday 19th September 1999 at Camley Street Natural Park

British Waterways

British Waterways
Waterway Environment Services
The Locks, Hillmorton
Rugby, Warwickshire, CV21 4PP
Tel 01788 570625

KING'S CROSS PARTNERSHIP

Flyer for public consultation meeting on 15 September 1999

PUBLIC CONSULTATION MEETING – 15 SEPTEMBER 1999

Agenda

6 30pm
- Arrive
- Refreshments
- View Exhibition

7.00pm
- Welcome
- Introductions and background
- Minutes of last meeting
- Purpose of today's meeting
- Introduction to the King's Cross Partnership
- Current status of the plan

7 20pm
- Divide into groups
- Identification of priority projects/schemes
- Elect a spokesperson

7.50pm
- Group feedback

8.20pm
- Sum up
- What is happening next?
- Thanks

PUBLIC CONSULTATION MEETING – 24 JUNE 1999

Attendance List:

Cina Arens (Camden Village Association)
Joe Arens (Camden Village Association)
Calvin Beckford (Camden Police)
Ian Broomfield (Groundwork Camden)
Will Doorman (Groundwork Camden)
Jill Eckersley (Camden Village Association)
Michael Ellman (Camden Village Association)
Tim Gorton (British Waterways)
Jon Guest (British Waterways)
Jeff Healy (Block 'B' Management)
Simon Lee (Camley Street Natural Park)
Catherine Leggett (Camden Village Association)
Andy Littlewood (London Wildlife Trust)
Irene Lucas (Camden Local Education Authority)
Janine Michael (St Pancras Cruising Club)
Bernadette Mortuboy (Camden Village Association)
Marc Osmo (Battlebridge Basin resident)
Ken Whittock (Block 'B' Management)
Helen Woolard (London's Waterway Partnership)

Apologies

Charles Hamilton (National Freight Company)
Geoff Scrivener (King's Cross CCTV Centre)

PUBLIC CONSULTATION MEETING – 15 SEPTEMBER 1999

Attendance List:

David Adams (IWA London Branch)
Catherine Andrews (Groundwork Camden)
Cina Arens (Camden Village Association)
Joe Arens (Camden Village Association)
Andy Burke (Battlebridge Moorings)
Steve Burt (St Pancras Cruising Club)
Sandra Coker (Battlebridge Moorings)
Kevin Drake (Camden Village Association)
Lily Drake (Camden Village Association)
Susanne Drake (Camden Village Association)
Jill Eckersley (Camden Village resident)
Michael Ellman (Camden Village Association and KXRLG)
Mary Gibley (LNBA)
Tim Gorton (British Waterways)
Richard Grant (RPCAAC)
Jon Guest (British Waterways)
Diana Gway (Primrose Hill CAAC)
Charles Harknen (Elm Village resident and KXRLG)
Bill Lee (Various)
Simon Lee (Camley Street Natural Park and boat owner)
Andy Littlewood (London Wildlife Trust)
Colin Macdonald (GBQA)
James McGinley (Kings Cross Partnership)
Iain Mactavish (Friends of Regents Canal)
Fiona MacLean (LNBA)
Gisela Malwani (St Pancras Cruising Club)
Amelia Michael (St Pancras Cruising Club)
Janine Michael (St Pancras Cruising Club)
Paul Milliner (LBC Environment)
Richard Packer (St Pancras Cruising Club)
Graham Reidy (Camden Village resident)
Judith Richardson (Elm Village resident)
Sybil Shine (Councillor, LBC)
Malcolm Stevenson (visitor)
Roy Walker (Jenny Wren Cruises)
Ken Whittick (Block 'B' Management)
Barbara Wood (St Pancras Cruising Club)
Malcolm Wood (St Pancras Cruising Club)

MATTERS ARISING FROM BOTH PUBLIC CONSULTATION MEETINGS

Problems and Opportunities by Location

1. **Constitution Public House.**
   - Open up to canal to increase activity and surveillance of canal
   - Install trellis and planting on Constitution wall to help prevent graffiti.
2. **Industrial offside between Grays Inn Bridge and Ericcson**
   - Wildlife creation schemes, reed beds, aquatic planting, etc
   - Residential moorings along offside
   - Encouraging industrial units to use canal offside
3. **Elm Village**
   - Crime from people climbing over towing path wall into Elm Village. Also dumping from Elm Village into towing path
   - Replace wall with 1 8m high Victorian railings
   - Would like new access point somewhere between St Pancras and Camley Street.
   - Increased use of the Jubilee Waterside Centre for community use.
   - Possibility of the ramped access at the Jubilee Waterside Centre open for public use.
4. **Oblique Bridge access to Canal (Camley Street steps)**
   - Provide ramped access.
   - Open up steps
   - Possible room for community centre/café.
5. **St Pancras Lock**
   - Possible access across lock
   - What is the use of concrete block next to towing path, remove
   - Signage to Camley Street Natural Park
6. **Former Coal and Fish Offices**
   - Environmental/history interpretation in building
   - Possible bridge across canal

General Problems and Opportunities

1. Provide education to cyclists. Maybe painted signs on the ground to indicate which side for cyclists and pedestrians to pass on
2. Methods to slow down cyclists
3. Widen towing path to get rid of small areas of grass and paving.
4. Install railing on canal edge on narrow points and blind corners.
5. Better signage to access points
6. Increase wildlife potential on offside with reed beds, aquatic planting, duck ramps etc.
7. Increase the amount of residential moorings on the offside.
8. Heritage Trail along canal. Make original heritage trail leaflets back into print – revamp.
9. More co-ordination between user groups
10. Conservation Officer (possibly voluntary), an official presence along the canal.
11. Increase activities open to families
12. Encourage more boat trips
13. Lighting under all bridges.
14. Open up surveillance along whole stretch.
15. Educate businesses to prevent them throwing litter into the canal.
16. Problem of dog litter with increased use Will need dog litter boxes.
17. Daily rubbish/litter removal, voluntary opportunities could be explored
18. Encourage all businesses to make use of their existing canalside location
19. General removal of all graffiti and remedies to help prevent it.
20. Lack of recreational opportunities.
21. Warden controlled school route.

Overall Aims

- To reduce the fear of crime.
- Better access
- Increase use/better recreational opportunities.

British Waterways

WATERWAY CONSERVATION & REGENERATION GROUP

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING, HERITAGE SKILLS
ECOLOGY, WATER QUALITY
WASTE MANAGEMENT

ALEXANDRA WAREHOUSE
WEST QUAY
GLOS DOCKS
GLOUCESTER
GL1 2LG

THE LOCKS
HILLMORTON
RUGBY
CV21 4PP

FEARNS WHARF
NEPTUNE STREET
LEEDS
LS9 8PB